

COMMONWEALTH TRANSPORTATION BOARD

PUBLIC MEETING

ORAL COMMENTS

FY2007-2012 SIX-YEAR IMPROVEMENT PLAN

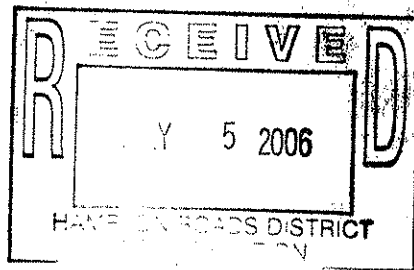
TUESDAY, APRIL 25, 2006

6:30 P.M. - 7:30 P.M.

JAMES CITY COUNTY GOVERNMENT CENTER

101 C MOUNT BAY ROAD

JAMES CITY COUNTY



ORIGINAL

REPORTING SERVICES PERFORMED BY: SHEILA L. LOWE

1 MR. HOMER: Thank you and good evening.
2 My name is Pierce Homer, and I'm Secretary of
3 Transportation, and I'm privileged to chair the
4 Commonwealth Transportation Board. The purpose of
5 tonight's meeting is to receive public comments on a
6 working draft of the Six-Year Program. I'm going to give
7 a brief introduction in one moment, but I would like to
8 introduce those who are here as part of the public hearing
9 process from the Commonwealth Transportation Board. On my
10 far right is Alan Witt. Next to him is Mr. Jerry
11 McCarthy. Next to him is Ms. Helen Dragas, and to my left
12 is Ms. Mary Lee Carter.

13 We're also joined by representatives of
14 VDOT and the Department of Rail and Public Transportation.
15 Mr. Steve Pittard is here representing the Department of
16 Rail and Public Transportation. And we have three
17 district administrators here, Dennis Heuer from Hampton
18 Roads District, Dave Ogle from the Fredericksburg
19 District, and Tom Hawthorn from the Richmond District.

20 We are here to listen to your comments.
21 If you'll indulge me for about three minutes, I'd like to
22 give you a brief overview of the working draft of the
23 Six-Year Program. I'll wait for this thing to fire up.
24 I'd also like to acknowledge Delegate Hamilton here,
25 welcome, and I know there are a number of representatives

1 of the local governing bodies who are some of the
2 principal speakers tonight.

3 If we go to the next slide, you'll see
4 some of the facts about the draft Six-Year Program. This
5 program, the working draft, is smaller than the current
6 Six-Year Program that is in place today, and those
7 reductions are occurring primarily at the local level, in
8 your primary, secondary, and urban categories as well as
9 your transit capital reimbursements.

10 Why is that? A couple of things.
11 First is, many of you may know there has not yet been an
12 adopted budget, so in the absence of that, we fall back on
13 the official revenue estimates that date back to last
14 November. That official revenue estimate does a couple of
15 things, and incorporates a couple of things.

16 If we look at the next slide, as many
17 of you have noticed, gas prices have been going up, and as
18 that happens, fuel tax revenues do down, and the number
19 there is about \$221 million. On the other side of the
20 equation are costs, and again, a function of fuel costs.
21 So asphalt, concrete, and steel, aggregate, these are all
22 our basic building blocks. Something that doesn't show up
23 here is real estate. Roads and transit projects take a
24 great deal of real estate. There's been a great deal of
25 inflation in all of these categories, and, for example,

1 asphalt alone, I believe, has gone up about 34 percent
2 just in the last fiscal year. So we're facing some
3 significant increases there.

4 That shows up most immediately in our
5 maintenance programs. So those basic building block
6 materials for maintenance because re-paving, rebuilding
7 shoulders, re-striping roads, those take fuel, and there's
8 a significant increase in our maintenance program, and
9 every dollar of maintenance funding is a dollar that
10 cannot go into the construction program. And that's one
11 of the hard but simple arithmetic or arithmetic facts
12 built into our program. As maintenance costs grow, and
13 they do every year, the construction program necessarily
14 is reduced.

15 I want to talk for a moment, also, too,
16 on the next slide, about federal revenues, and federal
17 revenues are up. We have a new federal highway bill.
18 However, those new revenues are for earmarked or, in some
19 cases, mandated projects and programs. We have to match
20 those funds on an 80/20 basis. Where does that match come
21 from? It comes out of our existing core program. Just
22 like maintenance comes out of the construction program,
23 same is true for the matching requirements for these new
24 federal dollars.

25 After the federal revenues are taken

1 care of, we then have to pay debt service and other
2 requirements, and again, those are dollars that are not
3 committed to the actual construction program. So one
4 thing I would say, too, with respect to the federal
5 program, even though there are some great projects and
6 good programs in there, it does come in at an expense, and
7 understand, about 75 percent of those new federal revenues
8 are dedicated to earmarked projects. And in budgets that
9 have been introduced by Governor Warner and then by
10 Governor Kaine, and budgets approved earlier by the House
11 and by the Senate, there's a recognition that we have got
12 to find a way to match those projects in a way that
13 doesn't take money out of our core program. That's a
14 reality that we do have to deal with.

15 If you look at the combination of those
16 factors on the next slide, which is declining revenues,
17 rising costs, increasing maintenance needs, all results in
18 a reduced construction program. That's what we're looking
19 at tonight.

20 On the next slide, you can see a
21 combination of those reductions is about \$870 million.
22 That's what it would take simply to restore these core
23 programs to where they were a year ago in terms of
24 revenues, and in those cuts, that's a 20 percent cut in
25 primary, and this body, the Commonwealth Transportation

1 Board, has to apportion those cuts. They have to make the
2 tough project-by-project decisions about which project is
3 advanced and which is delayed and, in some cases, which
4 are cancelled. We have some experience in this. We've
5 been through this in the Year 2002. This happens
6 periodically in the life of transportation finance.

7 But the hard decisions and the biggest
8 decisions really occur at the local level. That's a
9 function of how our transportation funding formulas are
10 put together. The city council members and the county
11 supervisors are looking at cuts that are around 40 percent
12 in the existing secondary and urban programs. And, you
13 know, if you stand back and look at the Six-Year Program,
14 the interstate program is kind of okay. The primary
15 program, 20 percent reduction, and those local programs
16 are really bearing the brunt of the cuts, and that is,
17 again, a consequence of how federal dollars flow and our
18 maintenance obligations.

19 Another point I would raise here, on
20 public transportation last year, we were very successful
21 in working with the General Assembly to get a one-time
22 infusion of money into public transportation, and we got
23 the capital reimbursement rates. So when a city or a
24 county or a transit district bought a new bus, we could
25 pay about 50 percent or 60 percent of the nonfederal

1 share. That, in this working draft of the Six-Year
2 Program, is down to about 21 percent.

3 I won't go into the details of all
4 these spreadsheets, but these materials are available on
5 the website. You can compare the current year program to
6 the working draft. Now, this draft will evolve and
7 change, and hopefully, there will be action by the General
8 Assembly to make up some of the reductions that are here
9 now, but there are, you can see here, again, these
10 reductions. Interstate is, actually, gotten a little bit
11 bigger, whereas, the secondary and urban systems are
12 smaller.

13 If you turn to the next slide, and
14 again, for those of you who like numbers, you can trace
15 this out over six years. What's the largest single number
16 on there? Is the highway maintenance, and I like to tell
17 people, and, actually, my simplistic explanation is a
18 little out of date, but the growth of maintenance every
19 year used to be about \$50 million a year. It's up, with
20 inflation, it's now up to about \$55 million a year, but if
21 you think about that over a six-year period, that's a \$50
22 million increase in Year 1, \$50 million not available for
23 construction. In Year 2, it's 100 million. In Year 3,
24 it's 150 million. By the time you get out to Year 6, it's
25 a \$300 million increase over the base.

1 If you add that up over six years,
2 that's \$1 billion in growth of maintenance costs that
3 doesn't reduce an ounce of congestion, doesn't buy a
4 single new bus, just maintains what we have in place with
5 our highway infrastructure. That is a very important and
6 fundamental dynamic in transportation, and one of the
7 reasons why we are facing the situation we are in today.

8 To close with the key points, it goes
9 without saying the transportation program is, the working
10 draft, shows a reduction in transportation and highway
11 construction expenditures. Secondly, we have to base our
12 program on the official revenue estimates, and there was a
13 time not so long ago when that didn't occur, and I was
14 there for that transition, and people anticipated what the
15 General Assembly or Congress might do, and that resulted
16 in Six-Year Programs that were not honest. And, in fact,
17 for any of you who were around in 2002, we had to reduce
18 the Six-Year Program by 27 percent, \$2.7 billion because
19 we got in the habit of guessing or anticipating or hoping
20 what revenues might be, and so we've changed that
21 practice, and state law now requires us to use these
22 official revenue estimates. So this may feel conservative
23 and onerous, but it's the law, and where we are today,
24 it's a realistic assessment of what we have.

25 A next and key point is the Six-Year

1 Program must be adopted by July 1. Again, not so long
2 ago, there was a time when Six-Year Programs were adopted
3 in August or September or December, made it very difficult
4 for us to commit our federal dollars, and oftentimes, the
5 revenue estimates would change between when the Six-Year
6 Program was put out and when the general budget was put
7 out. So we, as a matter of practice, said we have to do
8 it by July 1, and the General Assembly has come along now
9 and passed a law to require that to be done by the 1st of
10 July.

11 It goes again, without saying, the
12 impacts are going to be most keenly felt at the local
13 level. I know there are many local representatives here
14 today. So on behalf of my colleagues, we welcome you to
15 the podium. If there are -- I do want to invite local
16 elected and state elected officials. Delegate Hamilton,
17 you're the senior member of the delegation here, if
18 you'd --

19 DELEGATE HAMILTON: I'm just here to
20 listen.

21 MR. HOMER: Just here to listen. Okay.
22 And we do look forward to working with you, Mr. Hamilton,
23 to resolve some of these difficult situations.

24 The next speaker on the sign-up list is
25 Sandy Wanner from James City County.

1 Sandy Wanner
James City County

2
3 Mr. Secretary, members of the
4 Transportation Board, ladies and gentlemen, welcome to
5 James City County. By the way, there are two heat pumps
6 on those walls should you need air conditioning.

7 Two members of the CTB and the
8 Secretary have heard my plea before. We've already turned
9 in our priorities. We've already sent in the
10 justifications. It's been acknowledged by your
11 department. I'd just like to focus tonight on funding for
12 the construction of the Route 60 East project in the lower
13 part of James City County.

14 It is a regionally endorsed project by
15 the NPO of Hampton Roads. It was a partnership with the
16 City of Newport News. We have obtained, through the NPO a
17 few years ago, \$15 million in funding. James City County
18 has adopted the necessary PPTA regulations to administer
19 the project, and we are in the process, at this point,
20 with the Commonwealth of Virginia VDOT, in developing a
21 state/county agreement to allow James City County to
22 administer this project within James City County.

23 I believe that I have, again, indicated
24 that we have a commitment. The reason I like to speak
25 first is I have my budget hearing tonight. In my proposed

1 budget as the administrator, I am putting aside
2 recommending up to a million dollars a year in revenue
3 sharing money to be drawn down for this project. I am in
4 constant communication with the landowners where the land
5 goes through, and, again, I'd like to remind you that
6 doing this project will help the ports of Virginia.

7 As I said previously to the CTB reps, I
8 believe that this project is critical to not cooking the
9 golden goose, and I would appreciate any and all action
10 given; however, I realize the constraints, but this
11 project, I think, is critical to Hampton Roads, critical
12 to the Commonwealth of Virginia, and critical to relieving
13 congestion and avoiding, if we do this project, it will
14 avoid realigning the existing Route 60 through the
15 historic African-American community of Oak Grove. Thank
16 you very much for your attention.

17 MR. HOMER: Thank you, Mr. Wanner.

18 The next speaker is Paul Forehand, to
19 be followed by Michael Johnson. Paul.

20
21 Paul Forehand
22 City of Suffolk

23 Thank you. I'm here at the request of
24 the City of Suffolk and specifically with regard to the
25 Kings Highway Bridge Replacement project. It continues to

1 be one of the top priorities for the City of Suffolk, the
2 citizens and the city council.

3 The Kings Highway Bridge was closed to
4 traffic by the Virginia Department of Transportation on
5 March 19th, 2005. Closing the bridge has greatly impacted
6 the city's roadway network. Some of those negative
7 impacts include: The bridge serves Kings Highway Route
8 125, which is classified as a primary roadway. Next, the
9 detour route for the bridge is approximately 19 miles.
10 Established -- the established detour route directs
11 traffic from a primary road and places it on several
12 secondary roads, specifically, Bennetts Pasture Road and
13 Crittenden Road. The service area for the new Obici
14 Hospital is also negatively impacted by the bridge. And
15 then finally, prior to closing the bridge, the average
16 daily vehicle count was about 2,900 vehicles a day.

17 So funding for this project is
18 respectfully requested. I thank you for your time.

19 MR. HOMER: Thank you, Mr. Forehand.

20 Michael Johnson, to be followed by
21 Sheila Noll.

22 Welcome, Mr. Johnson.
23
24
25

1 Michael Johnson
2 South Hampton County

3 Thank you, Secretary Homer and
4 Transportation Board members, other VDOT officials. Good
5 evening, and while I recognize that my face may be
6 familiar to many of you at these hearings, again, for the
7 record, my is name Mike Johnson, and I'm here tonight in
8 my official capacity as County Administrator for South
9 Hampton County.

10 Over the course of the last decade,
11 I've offered remarks and correspondence on numerous
12 occasions in support of Project UPC-17728, commonly
13 referred to as the U.S. Route 58 interchange section of
14 Courtland, and you've all heard the facts surrounding this
15 project. I shared them with you last November.

16 You know that a 2005 study by the
17 Hampton Roads Planning District Commission noted that 25
18 percent of all the freight going in and coming out of the
19 Port of Hampton Roads travels through this dangerous
20 intersection. That's more than 4,000 tractor trailers a
21 day. You know that the average daily traffic at this
22 intersection is more than 30,000 vehicles. You know all
23 about the poor sight distance. You know all about the
24 friction created by the developed commercial carter
25 without turn lanes. You know all about the average speeds

1 of 66 miles per hour. You know the accident rate
2 calculated last at one accident every 20 days, and you
3 know all about the all too frequent fatalities at this
4 intersection. And yes, regrettably, there's been more
5 fatalities since I spoke in front of you last November.

6 Of course you know all these things.
7 That's why this project is in your plan. That's why
8 you've invested to date more than \$1.7 million in
9 preliminary engineering. Now, I realize I'm here tonight
10 preaching to the choir, and don't think for a minute that
11 we're not grateful for everything that you've already
12 done. We recognize the position you're in. I know that
13 you've been forced by the funding grid-lock in Richmond to
14 substantially pare down your list of proposed projects. I
15 know that if a budget is not adopted by June the 1st, you
16 won't be able to accommodate the changes in the funded
17 streams, and you'll be forced to base your program on the
18 official current forecast, as dreadful as that is. I know
19 that you've been forced to cut your construction funding
20 for primary roadways 20 percent or \$40 million overall.

21 I know all of that, and I know you
22 can't work miracles, but I'd be remiss if I let any
23 opportunity pass without keeping this project in front of
24 you. I followed the district hearings from Hampton to
25 Suffolk to Chesapeake to James City County, and I'm here

1 tonight to tell you as long as I'm able, I'll continue to
2 follow these hearings across the district from Exmore to
3 Emporia and all points in-between. It's that important to
4 the people of South Hampton County.

5 Now, I've seen the working draft of
6 tonight's plan, and I know there are no dollars attached
7 to this project for the next six years, and I understand
8 that's a direct function of the funding constraints that
9 you find yourself in, but allow me to leave you with this
10 one thought. Somewhere, somehow out of 2,220 projects and
11 \$6.9 billion, there's got to be \$18 million left over, and
12 when there is, I want you to remember this busy
13 intersection along a dangerous stretch of Route 58 in
14 South Hampton County. I want you to remember that this
15 project is ready to bid right now. I want you to remember
16 that the environmental permits are in place. I want you
17 to remember that this is an opportunity to eliminate two
18 at-grade crossings, improve traffic flow and safety for
19 30,000 motorists a day, and have it all done in 24 months.
20 I want you to remember that you won't find another project
21 in the Commonwealth that delivers more bang for the buck.
22 Remember South Hampton County. Remember this overpass.
23 Remember Project Number UPC-17728. Thank you.

24 MR. HOMER: Thank you, Mr. Johnson.

25 Sheila Noll followed by Richard

1 Wandtke.

2

3 Sheila Noll
4 York County

5

6 Good evening, Mr. Secretary and members
7 of the board. My name is Sheila Noll, and I'm on the
8 Board of Supervisors --

9 MR. HOMER: Oh, excuse me. I'm sorry.

10 MS. NOLL: -- in York County, and also
11 serve on the VACo Transportation Committee. Nobody has
12 yet welcomed you-all to the historic triangle, so please
13 allow me to do that. This is a very important place, and
14 it's going to be quite busy for the next two years, and I
15 hope the next time you come back, it will be for fun and
16 pleasure, and not for what you have to hear tonight.

17 I want to thank you very, very much for
18 your service to the Commonwealth. York County has already
19 submitted in writing their requests and believe me, these
20 requests we have made year after year after year. But
21 your job right now is a very, very difficult one, and I
22 want you to know that those of us in local government and
23 those who are citizens appreciate what you are having to
24 do in these times.

25 The fact that you have to cut our
budget, that's not something that you want to do, but

1 you're forced to do because the funding is not there, and
2 the funding will not be there until the General Assembly
3 votes the budget and provides adequate long-term funding
4 for a multimodal transportation system for the
5 Commonwealth of Virginia. And when I say long term, I
6 mean long term. I don't mean one or two or three or four
7 years or maybe 40 years might be a better way of looking
8 at it, but until that happens, your hands are tied, and I
9 want you to know that we appreciate what you are going
10 through. Thank you so much for being here this evening.

11 MR. HOMER: Thank you, Ms. Noll.

12 Richard Wandtke, to be followed by
13 Archie Ellis.

14
15 Richard Wandtke
16 James City County

17 I don't have a fancy title like
18 everyone else that's been here. I'm just an ordinary
19 citizen of James City County with just a few words of
20 encouragement for all of you. I understand that there's
21 quite a few things that could be done in this,
22 particularly, in the Hampton Roads area and throughout the
23 state, but that the funding isn't there. And what I'm
24 saying is that the House of Delegates and the governor
25 need to compromise, come up with a reasonable plan to fund

1 what needs to be done.

2 We supposedly have a budget surplus.
3 Let's use some of that surplus for capital projects, for
4 the one-shot deals. Let's come up with a reasonable set
5 of tax structures that will allow us the funds necessary
6 to maintain our roads in the immediate future. I don't
7 think that it's there now. The Six-Year Plan shows that
8 it's not, so let's get something done.

9 And I think it needs to be done in a
10 bipartisan way. We shouldn't be attacking each other with
11 just one-sided positions. Everybody, I think, has a
12 reasonable approach in the position that they're taking,
13 but you need to compromise, and I think the citizens of
14 this state are expecting that. So let's get it done.

15 One thing, I do support the Route 60
16 expansion that Administrator Wanner had spoke about
17 earlier, and there is one area that's right near Newtown,
18 in the border of the City of Williamsburg and James City
19 County that the intersection there is very poor. It needs
20 to be improved. There's a new development there called
21 Newtown, which is a definite plus for James City County.
22 I would urge you to see what can be done to improve that
23 intersection and eliminate some of the congestion. Thank
24 you.

25 MR. HOMER: Thank you, Mr. Wandtke.

1 Mr. Ellis, to be followed by Richard
2 Thomas.

3 Archie Ellis
4 City of Richmond

5 Good evening, ladies and gentlemen. My
6 name is Archie Ellis, and I'm a retired attorney, and I've
7 been participating in transportation matters for some
8 years before the Commonwealth Transportation Board and
9 elsewhere. And I spoke at the Six-Year Plan meeting for
10 the Richmond District at Petersburg on October 17th.

11 I am tonight speaking for a large civic
12 group in the southwestern part of the City of Richmond,
13 South Hampton Citizens Association. Our mailing list is
14 over 2,000 single family homes. Our main concern tonight
15 is funding for the renovation of the Huguenot Bridge Route
16 147 over the James River connecting Henrico County and the
17 City of Richmond. Most of the bridge is in Henrico.

18 The bridge is over 50 years old,
19 handles much traffic, and is critical during rush hours,
20 and it's in poor condition, particularly the deck. It has
21 been closed repeatedly over the past few years for several
22 days at a time for patching of the deck and other repairs.
23 We have been pushing at many meetings over many years to
24 get something done. The bridge was the subject of an
25 active V-D-O-T study with consultants, who I think were

1 paid a million-and-a-half, and public meetings in 1999.

2 The bridge has been an active
3 consideration for years at Richmond Regional Planning
4 District, and has recently been on their list of top
5 priorities. It has recently been on the active V-D-O-T
6 funding list. 44 million was in the recent Six-Year Plan
7 going through the Year 2011. We urged in October of 2005
8 that the funding be accelerated. Now, it appears to be
9 much delayed and full funding is not even in sight.

10 I know there are funding problems at
11 the state, and I have spoken to the Commonwealth
12 Transportation Board on this subject recently, and I've
13 also communicated at some length with the budget committee
14 several times by mail and by telephone and otherwise. So
15 I've been pushing to get some funding for this purpose,
16 and I know the problems, but I think the Huguenot Bridge
17 needs attention because it may not be getting the
18 political pressure from vested interest groups that
19 support other projects.

20 An illustration of this aspect that
21 gives me concern is the recent announcement of the
22 intention to begin work on a 67 million project to build a
23 large interchange improvement at Route 64 and I-295. This
24 is another phase of the Route 288 project which has cost
25 300 million and taken up most of the funds in the Richmond

1 area for some years.

2 The route selected for 288 was largely
3 in response to pressures of major real estate interests.
4 I was involved in and followed that project planning
5 actively, and it was my observation that the better route
6 for 288 and the one with the best data in the 1988 V-D-O-T
7 report and the consultant's study was Align 9, and was not
8 selected. It had a direct connection with I-295.

9 Now, we are spending 67 million more to
10 correct the problem created by the location of Route 288,
11 and the Huguenot Bridge renovation, which is in the urban
12 area, and long been in need of attention, is being
13 delayed, apparently, to accommodate real estate
14 developers. There may be some funding allocation problems
15 that complicate the matter, but this seems to be a
16 maintenance and bridge replacement project for the
17 Huguenot Bridge, which, I think, is a subject or are
18 subjects of some priority.

19 In addition, I think dollars are
20 fundable, and I, again, I suspect can be adjusted to some
21 degree. So I'm urging you to review this project, and
22 particularly, in the light of this \$67 million project to
23 further Route 288, which has already had a huge amount of
24 public funds sent way out in the county, why it couldn't
25 be spent right in the urban area in the city. We've been

1 waiting a long time. We hope you will get to it, and I
2 thank you.

3 MR. HOMER: Thank you, Mr. Ellis.

4 The next speaker is Richard Thomas, to
5 be followed by Mark Richards. Welcome, Mr. Thomas.

6

7 Richard Thomas
8 City of Newport News

9 Thank you. My name is Richard Thomas.
10 I'm a lifelong citizen of Newport News, and I have viewed
11 your Six-Year Improvement Program on the internet. It's
12 very overwhelming and much more than one person could ever
13 begin to comprehend, and I thank you-all for taking on
14 Goliath. It's monstrous.

15 I have five things I'd like to mention.
16 The first one is kind of little more political in nature
17 concerning funding, especially, you speak of federal
18 funding. I would request this board to strongly encourage
19 Governor Kaine and the General Assembly to combine their
20 efforts with other state governments to pressure our
21 federal representatives to disband the Federal Highway
22 Commission. As you know, it was formed by President
23 Eisenhower. Also, the federal fuel tax began at that time
24 to build an interstate road system. This has long been
25 completed, but the commission stays so does the fuel tax.

1 It would be much better for all concern if the Federal
2 Highway Commission was shut down, and the federal fuel tax
3 was directly transferred as a state tax. It's Virginia's
4 money, and, you know, it just seems to be a lot of loops
5 to jump through all the time.

6 Now, it's very costly and time
7 consuming. The constant pleading for federal funds costs
8 tax money and drags out the process causing the cost of
9 projects to increase. I know our state legislators don't
10 like to hammer our federal representatives because they
11 want their endorsement come election time. I really don't
12 care about the endorsements. I just want an efficient
13 government concerning transportation needs. As of this
14 date -- at this date, we don't have one.

15 Second item, myself and many I've
16 talked to across Hampton Roads would much rather see a
17 major highway built parallel to Route 460 on the south
18 side of James River. This would greatly relieve the
19 crossings that we now have, enhance the egress and ingress
20 of the coming ports and Southside development traffic. It
21 should include a direct tie to Route 164, the Western
22 Freeway in Portsmouth. This is much more cost-effective
23 and gives Southside residents a better evacuation than a
24 third crossing. Plus, we don't need their traffic added
25 to the Peninsula. We make enough of our own.

1 Concerning rail, rail is fine if it's
2 cost-effective. The way to prove this cost-effectiveness
3 is to have the people that use the rail pay for it.
4 Please don't use my highway tax money for inefficiencies.
5 Trucks pay taxes. Most trains don't.

6 Fourth item, transportation funds need
7 only to be used for transportation projects, not museums.
8 I am one of very few people still alive that used to catch
9 a train at the Lee Hall Depot. It's nostalgic for me
10 concerning the old depot. Yes, I'd like to see it saved,
11 but at what cost and who's it for? There are better uses
12 for our tight transportation money than the many
13 enhancement projects.

14 Fifth and last, please expedite the
15 Atkinson Boulevard project, UPC-4483. I believe this is
16 the one that is between Oyster Point and J. Clyde Morris
17 Boulevard, crossing from Warwick Boulevard to Jefferson
18 Avenue. This is a project that is badly needed. I've not
19 seen a detailed plan, but I strongly urge that at the
20 intersection of Jefferson Avenue, an overpass into Oyster
21 Point Park and a loop connection be made rather than
22 another traffic light. We don't need another bottleneck
23 on Jefferson Avenue. Traffic needs to flow in both
24 directions. This would relieve the intersection of Oyster
25 Point and Jefferson Avenue, which I understand is the

1 second busiest intersection in the state. I have to go
2 through this at least six days a week. I would love to be
3 able to get through safely. Thank you.

4 MR. HOMER: Thank you, Mr. Thomas.

5 The next speaker is Mark Richards,
6 followed by Mr. Jack Tuttle. Welcome, Mr. Richards.

7
8 Mark Richards
9 City of Williamsburg

10 Mr. Secretary, members of the CTB,
11 members of VDOT, DRPT, I am Mark Richards, the Executive
12 Director of Williamsburg Area Transit. We are the
13 transportation, public transportation provider for James
14 City County, City of Williamsburg, York County, College of
15 William and Mary, and our newest partner, Colonial
16 Williamsburg.

17 Mr. Secretary, if approved, the
18 Six-Year Plan for FY-'07 will, for mass transit, put us in
19 the wrong direction. At a time of rising fuel costs,
20 public transportation is more important than ever.
21 Systems are needed. Public transportations are needed to
22 supply work trips, shopping trips, important medical
23 trips, and most of all, shopping trips with our economy
24 here. Yet, we cannot meet our own fuel costs to supply
25 our bus fleet and our taxi fleet.

1 Most important, in this area, we have a
2 new influx of visitors coming with 2007. Already, we're
3 seeing the influx of visitors in April. Already, we're
4 only halfway through the month, and our ridership is up 14
5 percent, both with the Colonial Williamsburg system and
6 with the local public transportation systems in James City
7 County and Williamsburg and York County. That is the good
8 news.

9 The bad news is, the funding is not
10 there to keep this up. So I'm asking you tonight to take
11 another look at the capital match, which is 21 percent,
12 will be a record low, and this is not good for any of us
13 in public transportation.

14 I'm also looking at continued massive
15 formula assistance, which while good and it continues to
16 support, I thank you for that, but we need more money in
17 that level.

18 And also, we look at continued support
19 for the rail programs. Our transit system has its main
20 transfer center at the train station in downtown
21 Williamsburg. At certain times of the day, you can come
22 through downtown Williamsburg and see the trains, buses,
23 taxi cabs, the over-the-road transit buses, cars,
24 pedestrians, and bikes, which we have bike racks on our
25 buses, all in one place. To me, that is truly multimodal,

1 and we need continued support for that type of
2 transportation system.

3 So overall, I'd like to thank everybody
4 for your support over the years, especially the people at
5 DRPT. They've been very helpful to us getting the system
6 started in Williamsburg. Thank you.

7 MR. HOMER: Thank you, Mr. Richards.

8 The next speaker is Jack Tuttle.

9 Welcome, Mr. Tuttle

10

11 Jack Tuttle
12 City of Williamsburg

13 Thank you, Mr. Secretary, ladies and
14 gentlemen. I really appreciate you being here tonight. I
15 know this isn't as much fun as it looks, but we do
16 appreciate you taking the time to come to our neck of the
17 woods.

18 There are three things I'd like to
19 speak about on behalf of the City of Williamsburg. The
20 first concerns the Treyburn Drive extension project in the
21 city. We intend to ask you for some additional FY-'07
22 revenue sharing funds to be applied to this project. It's
23 a locally administered PPTA project with the city
24 advancing a good part of the funding, but by getting the
25 additional revenue sharing funds will allow you to

1 leverage more state dollars with local dollars and reduce
2 future reimbursements to the city.

3 The second project is or rather concern
4 is that of passenger rail. The city does support
5 state-financed infrastructure upgrades on the D.C. to
6 Richmond to Newport News passenger rail line as the
7 Commonwealth's highest priority for rail. The city has
8 upgraded its Amtrak station as Mark just discussed at
9 local expense and also with enhancement funds, and we
10 believe that more reliable and faster service can be made
11 possible by state action, which will allow rail to become
12 a more meaningful alternative, both to highway and to air
13 travel, especially in the Northeast Corridor.

14 And finally, I did also want to mention
15 transit. The city urges the Commonwealth to increase, not
16 cut, capital and operating funding for transit.
17 Williamsburg, James City, York County, the College of
18 William and Mary and Colonial Williamsburg are all
19 partners in creating the new Williamsburg Area Transport
20 Authority. For the city's part, we've increased local
21 funding to that transit service over tenfold in the last
22 ten years, and the new service, though, can only be
23 successful if the Commonwealth continues to do its part.
24 Thank you very much.

25 MR. HOMER: Thank you, Mr. Tuttle.

1 That's the end of our signed up speakers. Is there
2 anybody else in the audience who would like to speak? Any
3 pearls of wisdom?

4 Andy Curtis
5 West Point, Virginia

6 My name is Andy Curtis, and I work with
7 Curtis Contracting. We're a family-owned company in West
8 Point, Virginia. We've been doing highway construction
9 since 1986, and I'd like you-all to know, we support an
10 increased highway program. I'm not biased because we're a
11 highway contractor, but because we're a citizen. We own
12 the roads just like everyone else, and it's really a shame
13 to see our great Commonwealth and ride down some of our
14 roads where it's just bumper-to-bumper traffic. We've got
15 potholes. We've got everything else. We need the money.

16 You've got the industry here to build
17 the highways, if we can get the General Assembly to go
18 ahead and get the money out to us. But I've always
19 believed that transportation is the engine that drives our
20 economy. If we don't have the engine pulling the economy,
21 the economy is going to go somewhere else, and that would
22 be a shame to see that happen to our great Commonwealth.
23 Thank you.

24 MR. HOMER: Thank you, Mr. Curtis.

25 If there are no other speakers, I do

1 just want to read into the record that we received written
2 comments from the County of Accomack with their
3 priorities, and, obviously, their number one priority is
4 maintaining the schedule on the Chincoteague Replacement
5 Bridge. There have been very significant increases in the
6 cost of that, which I'm told, Dennis, is still on schedule
7 to go to bid August, September time frame?

8 MR. HEUER: August.

9 MR. HOMER: And then in addition to
10 that, paving shoulders on Route 175 around about at
11 Tasley, Improvements to the Route 13, Route 1420
12 intersection, and the reconstruction of Route 187. Again,
13 those are all projects that, I believe, have been
14 previously funded at one time or another. The big one,
15 obviously, there would be the Chincoteague Bridge and
16 trying to manage some of those cost increases, structural
17 steel, asphalt, cement, et cetera.

18 At this point, I'd like to ask members
19 of the CTB if they have any closing comments. Alan?

20 MR. WITT: Mr. Secretary, thank you. I
21 appreciate everyone who has taken the time to come out
22 here tonight to speak to us. I think the theme was common
23 that we are faced with a daunting task to try to allocate
24 limited funds among a number of needy projects, each one
25 rising to the same level as the next. But again, to each

1 of you as citizens or representatives of government, thank
2 you for taking the time and coming out to speak to us.

3 MR. HOMER: Thank you. Jerry?

4 MR. McCARTHY: Well, I also would add
5 my thanks to all the folks who came out to express their
6 views, and those who are here to show support for the
7 Commonwealth Transportation Program. I don't think any of
8 us really wishes to adopt a plan that is \$870 million less
9 than we had hoped for, but that's what we're going to have
10 to do. We're also going to have to rethink how we do
11 things, and that's been something that's been building for
12 years now. We now have a better on-time, on-budget
13 performance. We have developed criteria for selecting
14 projects for the first time last year. I think you'll see
15 more of that in the years ahead, and that should help us
16 when we get the money allocated even more effectively in
17 the future. That's our hope and that's our promise to
18 you.

19 MR. HOMER: Thank you. Helen?

20 MS. DRAGAS: Thank you. I would just
21 like to also express my appreciation to you-all for coming
22 out. You have very persuasive arguments for very
23 important projects, and it's very frustrating to me to sit
24 here for the fourth year now and hear the same pleas for
25 the same projects, and it looked like for a while we were

1 going to be able to increase the program after some
2 initial really deep cuts, but -- and hopefully, that will
3 eventually come about, but I would just encourage you-all
4 to continue to dialogue with your legislators because we
5 can't do anything until they do something. So I think
6 it's important that they continue to hear from you, as
7 difficult as it may be to, you know, keep that
8 communication going, but thank you very much. We look
9 forward to putting together the best program we can given
10 what we've got. Thank you.

11 MR. HOMER: Mary?

12 MS. CARTER: Thank you. Sitting on
13 this side of the fence, I once was on the other side, so I
14 can certainly relate to each of you in your requests, and
15 your wanting so much to improve transportation, and
16 believe me, I have been there and it's heartfelt. I
17 encourage you, along with the other members of the CTB and
18 also our Secretary of Transportation, to speak to your
19 representatives and thank you, sir, for being here
20 tonight. That's -- it's very, very important. We want
21 them to come together because that would certainly help
22 soften our work and help you in your transportation needs,
23 and we've heard it spoke about many times. Now we need
24 action, and that's what you-all are pleading for tonight,
25 and I know it's a common goal, and I pledge to you that I

1 will work my hardest along with the Secretary to help this
2 to come to fruition, but also ask you, please, contact
3 your representatives. Thank you.

4 MS. DRAGAS: Can I just add one other
5 comment? I'd like to also express my appreciation, and I
6 speak for my fellow board members, to the staff of VDOT
7 and DRPT. You can see the size of this document in its
8 finished form. You can just imagine what goes into it to
9 get it to the state it's in now. They really are a fine
10 group of people. They put in a lot of long hours putting
11 this together. Thank you-all very much.

12 MR. HOMER: Well said. I know it's
13 felt by everybody on the CTB. With that, it's 20 minutes
14 after 7:00, and I know folks need to be back with their
15 families. I do want to thank you on behalf of the
16 Commonwealth Transportation Board. We'll continue to
17 accept comments during the next 60 days. The board is
18 scheduled to act on this draft program at the June
19 Commonwealth Transportation Board meeting. So that's
20 about in 60 days. Thank you and drive safely.

21
22 (Whereupon, the meeting concluded at
23 7:20 p.m.)
24
25

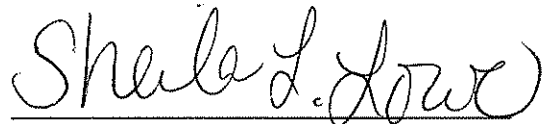
C E R T I F I C A T E

COMMONWEALTH OF VIRGINIA

COUNTY OF JAMES CITY, to wit:

I, Sheila L. Lowe, do hereby certify that
the foregoing pages are a true and correct transcript of
my Stenotype notes of the public hearing held at the time
and place in the caption mentioned.

This 2nd day of May, 2006.



Sheila L. Lowe,
Notary Public

My term in office expires: January 31, 2010.

<p>\$</p> <p>\$1 [1] 8:2 <06:45></p> <p>\$1.7 [1] 14:8 <06:53></p> <p>\$15 [1] 10:18 <06:48></p> <p>\$18 [1] 15:11 <06:55></p> <p>\$2.7 [1] 8:18 <06:46></p> <p>\$221 [1] 3:19 <06:38></p> <p>\$300 [1] 7:25 <06:45></p> <p>\$40 [1] 14:20 <06:54></p> <p>\$50 [3] 7:19 <06:44> 7:21 <06:44> 7:22 <06:44></p> <p>\$55 [1] 7:20 <06:44></p> <p>\$6.9 [1] 15:11 <06:55></p> <p>\$67 [1] 21:22 <07:04></p> <p>\$870 [2] 5:21 <06:41> 31:8 <07:17></p>	<p>[1] 12:16 <06:51> 20</p> <p>[5] 5:24 <06:42> 6:15 <06:43> 14:2 <06:53> 14:20 <06:54> 33:13 <07:20></p> <p>2002 [2] 6:5 <06:42> 8:17 <06:46></p> <p>2005 [3] 12:5 <06:50> 13:17 <06:52> 20:7 <07:02></p> <p>2006 [2] 1:9 34:12</p> <p>2007 [1] 26:2 <07:10></p> <p>2010 [1] 34:20</p> <p>2011 [1] 20:7 <07:02></p> <p>21 [2] 7:2 <06:43> 26:11 <07:10></p> <p>24 [1] 15:19 <06:56></p> <p>25 [2] 1:9 13:18 <06:52></p> <p>27 [1] 8:18 <06:46></p> <p>288 [5] 20:24 <07:03> 21:2 <07:03> 21:6 <07:03> 21:10 <07:04> 21:23 <07:04></p> <p>2nd [1] 34:12</p>	<p>[1] 1:10</p> <p>7</p> <p>75 [1] 5:7 <06:41> 7:00 [1] 33:14 <07:20> 7:20 [1] 33:23 7:30 [1] 1:10</p> <p>8</p> <p>80/20 [1] 4:20 <06:40></p> <p>9</p> <p>9 [1] 21:7 <07:03></p> <p>A</p> <p>Able [4] 14:16 <06:54> 15:1 <06:54> 25:3 <07:09> 32:1 <07:18></p> <p>Absence [1] 3:12 <06:38></p> <p>Accelerated [1] 20:8 <07:02></p> <p>Accept [1] 33:17 <07:20></p> <p>Accident [2] 14:1 <06:53> 14:2 <06:53></p> <p>Accomack [1] 30:2 <07:15></p> <p>Accommodate [2] 14:16 <06:54> 21:13 <07:04></p> <p>Acknowledge [1] 2:24 <06:37></p> <p>Acknowledged [1] 10:11 <06:48></p> <p>Act [1] 33:18 <07:20></p> <p>Action [4] 7:7 <06:44> 11:9 <06:49> 28:11 <07:13> 32:24 <07:19></p> <p>Active [3] 19:26 <07:01> 20:2 <07:02> 20:5 <07:02></p> <p>Actively [1] 21:5 <07:03></p> <p>Actual [1] 5:3 <06:40></p> <p>Add [3] 8:1 <06:45> 31:4 <07:16> 33:4 <07:19></p> <p>Added [1] 23:24 <07:07></p> <p>Addition [2] 21:19 <07:04> 30:9 <07:15></p> <p>Additional [2] 27:22 <07:12> 27:26 <07:12></p> <p>Adequate [1] 17:3 <06:57></p> <p>Adjusted [1] 21:20 <07:04></p> <p>Administer [2] 10:19 <06:48> 10:23 <06:49></p> <p>Administered [1] 27:24 <07:12></p> <p>Administrator [3] 11:1 <06:49> 13:9 <06:52> 18:16 <06:59></p> <p>Administrators [1] 2:17 <06:36></p> <p>Adopt</p>	<p>[1] 31:8 <07:17></p> <p>Adopted [5] 3:12 <06:38> 9:1 <06:46> 9:2 <06:46> 10:19 <06:48> 14: 15 <06:54></p> <p>Advanced [1] 6:3 <06:42></p> <p>Advancing [1] 27:25 <07:12></p> <p>African [1] 11:15 <06:50></p> <p>African-American [1] 11:15 <06:50></p> <p>Aggregate [1] 3:21 <06:38></p> <p>Ago [4] 5:23 <06:42> 8:13 <06:46> 9:2 <06:46> 10:18 <06:48></p> <p>Agreement [1] 10:22 <06:49></p> <p>Ahead [2] 29:19 <07:14> 31:15 <07:17></p> <p>Air [2] 10:7 <06:48> 28:12 <07:13></p> <p>Alan [2] 2:10 <06:36> 30:19 <07:16></p> <p>Align [1] 21:7 <07:03></p> <p>Alive [1] 24:8 <07:08></p> <p>Allocate [1] 30:23 <07:16></p> <p>Allocated [1] 31:16 <07:17></p> <p>Allocation [1] 21:14 <07:04></p> <p>Allow [6] 10:22 <06:49> 15:9 <06:55> 16:13 <06:56> 18:5 <06:59> 27:26 <07:12> 28:11 <07:13></p> <p>Alone [1] 4:1 <06:39></p> <p>Alternative [1] 28:12 <07:13></p> <p>American [1] 11:15 <06:50></p> <p>Amount [1] 21:23 <07:04></p> <p>Amtrak [1] 28:8 <07:12></p> <p>Andy [2] 29:4 29:7 <07:14></p> <p>Announcement [1] 20:21 <07:03></p> <p>Anticipated [1] 8:14 <06:46></p> <p>Anticipating [1] 8:19 <06:46></p> <p>Applied [1] 27:23 <07:12></p> <p>Apportion [1] 6:1 <06:42></p> <p>Appreciate [6] 11:9 <06:49> 16:23 <06:57> 17:9 <06:58> 27:15 <07:11> 27:17 <07:11> 30:21 <07:16></p> <p>Appreciation [2] 31:21 <07:17> 33:5 <07:19></p> <p>Approach [1] 18:12 <06:59></p> <p>Approved [2] 5:10 <06:41> 25:18 <07:09></p> <p>April</p>	<p>[2] 1:9 26:3 <07:10></p> <p>Archie [3] 17:13 <06:58> 19:3 19:7 <07:00></p> <p>Area [9] 12:13 <06:51> 17:23 <06:58> 18:17 <07:00> 21:1 <07:03> 21:12 <07:04> 21:25 <07:04> 25:13 <07:09> 26:1 <07:10> 28:19 <07:13></p> <p>Arguments [1] 31:22 <07:17></p> <p>Arithmetic [2] 4:11 <06:39> 4:11 <06:39></p> <p>Aside [1] 11:1 <06:49></p> <p>Aspect [1] 20:20 <07:03></p> <p>Asphalt [3] 3:21 <06:38> 4:1 <06:39> 30:17 <07:16></p> <p>Assembly [7] 6:21 <06:43> 7:8 <06:44> 8:15 <06:46> 9:8 <06:47> 17:2 <06:57> 22:20 <07:05> 29:18 <07:14></p> <p>Assessment [1] 8:24 <06:46></p> <p>Assistance [1] 26:15 <07:11></p> <p>Association [1] 19:14 <07:01></p> <p>At-grade [1] 15:18 <06:56></p> <p>Atkinson [1] 24:15 <07:08></p> <p>Attached [1] 15:6 <06:55></p> <p>Attacking [1] 18:10 <06:59></p> <p>Attention [3] 11:16 <06:50> 20:17 <07:02> 21:12 <07:04></p> <p>Attorney [1] 19:7 <07:00></p> <p>Audience [1] 29:2 <07:13></p> <p>August [3] 9:3 <06:47> 30:7 <07:15> 30:8 <07:15></p> <p>Authority [1] 28:20 <07:13></p> <p>Available [2] 7:4 <06:43> 7:22 <06:44></p> <p>Avenue [4] 24:18 <07:08> 24:20 <07:08> 24:23 <07:08> 24:25 <07:09></p> <p>Average [3] 12:15 <06:51> 13:22 <06:53> 13:26 <06:53></p> <p>Avoid [1] 11:14 <06:50></p> <p>Avoiding [1] 11:13 <06:50></p>
<p>1</p> <p>1 [3] 7:22 <06:44> 9:1 <06:46> 9:8 <06:47></p> <p>100 [1] 7:23 <06:45></p> <p>101 [1] 1:14</p> <p>125 [1] 12:8 <06:51></p> <p>13 [1] 30:11 <07:15></p> <p>14 [1] 26:4 <07:10></p> <p>1420 [1] 30:11 <07:15></p> <p>147 [1] 19:17 <07:01></p> <p>150 [1] 7:24 <06:45></p> <p>164 [1] 23:21 <07:07></p> <p>175 [1] 30:10 <07:15></p> <p>17th [1] 19:11 <07:01></p> <p>187 [1] 30:12 <07:15></p> <p>19 [1] 12:9 <06:51></p> <p>1986 [1] 29:10 <07:14></p> <p>1988 [1] 21:6 <07:03></p> <p>1999 [1] 20:1 <07:01></p> <p>19th [1] 12:5 <06:50></p> <p>1st [2] 9:9 <06:47> 14:15 <06:54></p> <p>2</p> <p>2 [1] 7:23 <06:45></p> <p>2,000 [1] 19:15 <07:01></p> <p>2,220 [1] 15:10 <06:55></p> <p>2,900</p>	<p>3</p> <p>3 [1] 7:23 <06:45></p> <p>30,000 [2] 13:23 <06:53> 15:19 <06:56></p> <p>300 [1] 20:25 <07:03></p> <p>31 [1] 34:20</p> <p>34 [1] 4:1 <06:39></p> <p>4</p> <p>4,000 [1] 13:21 <06:53></p> <p>40 [2] 6:11 <06:42> 17:7 <06:58></p> <p>44 [1] 20:6 <07:02></p> <p>460 [1] 23:17 <07:07></p> <p>5</p> <p>50 [2] 6:25 <06:43> 19:19 <07:01></p> <p>58 [2] 13:14 <06:52> 15:13 <06:55></p> <p>6</p> <p>6 [1] 7:24 <06:45></p> <p>60 [6] 6:25 <06:43> 10:13 <06:48> 11:14 <06:50> 18:15 <06:59> 33:17 <07:20> 33:20 <07:20></p> <p>64 [1] 20:23 <07:03></p> <p>66 [1] 14:1 <06:53></p> <p>67 [2] 20:22 <07:03> 21:9 <07:03></p> <p>6:30</p>	<p>7</p> <p>75 [1] 5:7 <06:41> 7:00 [1] 33:14 <07:20> 7:20 [1] 33:23 7:30 [1] 1:10</p> <p>8</p> <p>80/20 [1] 4:20 <06:40></p> <p>9</p> <p>9 [1] 21:7 <07:03></p> <p>A</p> <p>Able [4] 14:16 <06:54> 15:1 <06:54> 25:3 <07:09> 32:1 <07:18></p> <p>Absence [1] 3:12 <06:38></p> <p>Accelerated [1] 20:8 <07:02></p> <p>Accept [1] 33:17 <07:20></p> <p>Accident [2] 14:1 <06:53> 14:2 <06:53></p> <p>Accomack [1] 30:2 <07:15></p> <p>Accommodate [2] 14:16 <06:54> 21:13 <07:04></p> <p>Acknowledge [1] 2:24 <06:37></p> <p>Acknowledged [1] 10:11 <06:48></p> <p>Act [1] 33:18 <07:20></p> <p>Action [4] 7:7 <06:44> 11:9 <06:49> 28:11 <07:13> 32:24 <07:19></p> <p>Active [3] 19:26 <07:01> 20:2 <07:02> 20:5 <07:02></p> <p>Actively [1] 21:5 <07:03></p> <p>Actual [1] 5:3 <06:40></p> <p>Add [3] 8:1 <06:45> 31:4 <07:16> 33:4 <07:19></p> <p>Added [1] 23:24 <07:07></p> <p>Addition [2] 21:19 <07:04> 30:9 <07:15></p> <p>Additional [2] 27:22 <07:12> 27:26 <07:12></p> <p>Adequate [1] 17:3 <06:57></p> <p>Adjusted [1] 21:20 <07:04></p> <p>Administer [2] 10:19 <06:48> 10:23 <06:49></p> <p>Administered [1] 27:24 <07:12></p> <p>Administrator [3] 11:1 <06:49> 13:9 <06:52> 18:16 <06:59></p> <p>Administrators [1] 2:17 <06:36></p> <p>Adopt</p>	<p>[1] 31:8 <07:17></p> <p>Adopted [5] 3:12 <06:38> 9:1 <06:46> 9:2 <06:46> 10:19 <06:48> 14: 15 <06:54></p> <p>Advanced [1] 6:3 <06:42></p> <p>Advancing [1] 27:25 <07:12></p> <p>African [1] 11:15 <06:50></p> <p>African-American [1] 11:15 <06:50></p> <p>Aggregate [1] 3:21 <06:38></p> <p>Ago [4] 5:23 <06:42> 8:13 <06:46> 9:2 <06:46> 10:18 <06:48></p> <p>Agreement [1] 10:22 <06:49></p> <p>Ahead [2] 29:19 <07:14> 31:15 <07:17></p> <p>Air [2] 10:7 <06:48> 28:12 <07:13></p> <p>Alan [2] 2:10 <06:36> 30:19 <07:16></p> <p>Align [1] 21:7 <07:03></p> <p>Alive [1] 24:8 <07:08></p> <p>Allocate [1] 30:23 <07:16></p> <p>Allocated [1] 31:16 <07:17></p> <p>Allocation [1] 21:14 <07:04></p> <p>Allow [6] 10:22 <06:49> 15:9 <06:55> 16:13 <06:56> 18:5 <06:59> 27:26 <07:12> 28:11 <07:13></p> <p>Alone [1] 4:1 <06:39></p> <p>Alternative [1] 28:12 <07:13></p> <p>American [1] 11:15 <06:50></p> <p>Amount [1] 21:23 <07:04></p> <p>Amtrak [1] 28:8 <07:12></p> <p>Andy [2] 29:4 29:7 <07:14></p> <p>Announcement [1] 20:21 <07:03></p> <p>Anticipated [1] 8:14 <06:46></p> <p>Anticipating [1] 8:19 <06:46></p> <p>Applied [1] 27:23 <07:12></p> <p>Apportion [1] 6:1 <06:42></p> <p>Appreciate [6] 11:9 <06:49> 16:23 <06:57> 17:9 <06:58> 27:15 <07:11> 27:17 <07:11> 30:21 <07:16></p> <p>Appreciation [2] 31:21 <07:17> 33:5 <07:19></p> <p>Approach [1] 18:12 <06:59></p> <p>Approved [2] 5:10 <06:41> 25:18 <07:09></p> <p>April</p>	<p>B</p> <p>Bad [1] 26:9 <07:10></p> <p>Badly [1] 24:18 <07:08></p> <p>Bang [1] 15:21 <06:56></p> <p>Base [3] 7:25 <06:45> 8:11 <06:45> 14:17 <06:54></p> <p>Basic [2] 3:22 <06:38> 4:5 <06:39></p> <p>Basis [1] 4:20 <06:40></p> <p>BAY</p>

<p>[1] 1:14 Bearing [1] 6:16 <06:43> Become [1] 28:11 <07:13> Began [1] 22:24 <07:06> Begin [2] 20:22 <07:03> 22:14 <07:05> Behalf [3] 9:14 <06:47> 27:20 <07:12> 33:15 <07:20> Bennetts [1] 12:12 <06:51> Best [2] 21:6 <07:03> 32:9 <07:18> Better [6] 17:7 <06:58> 21:5 <07:03> 23:1 <07:06> 23:23 <07:07> 24:11 <07:08> 31:12 <07:17> Between [3] 9:5 <06:47> 15:3 <06:55> 24:16 <07:08> Biased [1] 29:11 <07:14> Bid [2] 15:15 <06:55> 30:7 <07:15> Big [1] 30:14 <07:16> Bigger [1] 7:11 <06:44> Biggest [1] 6:7 <06:42> Bike [1] 26:24 <07:11> Bikes [1] 26:24 <07:11> Bill [1] 4:17 <06:40> Billion [3] 8:2 <06:45> 8:18 <06:46> 15:11 <06:55> Bipartisan [1] 18:10 <06:59> Bit [1] 7:10 <06:44> Block [1] 4:5 <06:39> Blocks [1] 3:22 <06:38> Board [15] 1:1 2:4 <06:36> 2:9 <06:36> 6:1 <06:42> 10:5 <06:48> 13:5 <06:52> 16:7 <06:56> 16:8 <06:56> 19:9 <07:00> 20:12 <07:02> 22:19 <07:05> 33:6 <07:20> 33:16 <07:20> 33:17 <07:20> 33:19 <07:20> Bodies [1] 3:1 <06:37> Body [1] 5:25 <06:42> Border [1] 18:18 <07:00> Bottleneck [1] 24:22 <07:08> Bought [1] 6:24 <06:43> Boulevard [3] 24:15 <07:08> 24:17 <07:08> 24:17 <07:08> Bridge [18] 11:26 <06:50> 12:3 <06:50> 12:5 <06:50> 12:7 <06:51> 12:9 <06:51> 12:14 <06:51> 12:15 <06:51> 19:16 <07:01> 19:18 <07:01> 19:19 <07:01> 19:25 <07:01> 20:2</p>	<p><07:02> 20:16 <07:02> 21:11 <07:04> 21:16 <07:04> 21:17 <07:04> 30:5 <07:15> 30:15 <07:16> Brief [2] 2:7 <06:36> 2:22 <06:37> Brunt [1] 6:16 <06:43> Buck [1] 15:21 <06:56> Budget [9] 3:12 <06:38> 9:6 <06:47> 10:26 <06:49> 11:1 <06:49> 14:15 <06:54> 16:26 <06:57> 17:3 <06:57> 18:2 <06:59> 20: 13 <07:02> Budgets [2] 5:8 <06:41> 5:10 <06:41> Build [3] 20:22 <07:03> 22:25 <07:06> 29:17 <07:14> Building [3] 3:22 <06:38> 4:5 <06:39> 31:11 <07:17> Built [2] 4:12 <06:39> 23:17 <07:07> Bumper [2] 29:15 <07:14> 29:15 <07:14> Bumper-to-bumper [1] 29:15 <07:14> Bus [3] 6:24 <06:43> 8:4 <06:45> 25:26 <07:10> Buses [3] 26:22 <07:11> 26:23 <07:11> 26:25 <07:11> Busiest [1] 25:1 <07:09> Busy [2] 15:12 <06:55> 16:14 <06:56> Buy [1] 8:3 <06:45></p>	<p>Center [2] 1:13 26:20 <07:11> Certain [1] 26:21 <07:11> Certainly [2] 32:14 <07:18> 32:21 <07:19> Certify [1] 34:8 Cetera [1] 30:17 <07:16> Chair [1] 2:3 <06:36> Change [2] 7:7 <06:44> 9:5 <06:47> Changed [1] 8:20 <06:46> Changes [1] 14:16 <06:54> Chesapeake [1] 14:25 <06:54> Chincoteague [2] 30:4 <07:15> 30:15 <07:16> Choir [1] 14:10 <06:53> Citizen [3] 17:20 <06:58> 22:11 <07:05> 29:12 <07:14> Citizens [5] 12:2 <06:50> 16:23 <06:57> 18:13 <06:59> 19:14 <07:01> 31:1 <07:16> City [41] 1:13 1:15 6:10 <06:42> 6: 23 <06:43> 9:25 <06:48> 10:2 10:6 <06:48> 10:14 <06:48> 10:17 <06:48> 10:18 <06:48> 10:22 <06:49> 10:23 <06:49> 11:22 11:25 <06:50> 12:1 <06:50> 12:2 <06:50> 14:25 <06:54> 17:16 17:20 <06:58> 18:18 <07:00> 18:18 <07:00> 18:21 <07:00> 19:4 19:13 <07:01> 19:18 <07:01> 21:25 <07:04> 22:8 25:9 25:15 <07:09> 25:15 <07:09> 26:6 <07:10> 27:12 27:20 <07:12> 27:22 <07:12> 27:24 <07:12> 28:2 <07:12> 28:4 <07:12> 28: 7 <07:12> 28:15 <07:13> 28: 17 <07:13> 34:5 City's [2] 12:6 <06:51> 28:20 <07:13> Civic [1] 19:12 <07:01> Classified [1] 12:8 <06:51> Close [1] 8:8 <06:45> Closed [2] 12:3 <06:50> 19:22 <07:01> Closing [3] 12:5 <06:50> 12:15 <06:51> 30:19 <07:16> Clyde [1] 24:16 <07:08> Colleagues [1] 9:14 <06:47> College [2] 25:15 <07:09> 28:17 <07:13> Colonial [3] 25:16 <07:09> 26:5 <07:10> 28:18 <07:13> Combination [2] 5:15 <06:41> 5:21 <06:41> Combine [1] 22:20 <07:05> Coming</p>	<p>[5] 13:19 <06:52> 23:20 <07:07> 26:2 <07:10> 31:2 <07:16> 31:21 <07:17> Comment [1] 33:5 <07:19> Comments [6] 1:5 2:5 <06:36> 2:20 <06:37> 30:2 <07:15> 30:19 <07:16> 33:17 <07:20> Commercial [1] 13:25 <06:53> Commission [4] 13:18 <06:52> 22:23 <07:05> 22:26 <07:06> 23:2 <07:06> Commit [1] 9:4 <06:47> Commitment [1] 10:25 <06:49> Committed [1] 5:3 <06:40> Committee [2] 16:11 <06:56> 20:13 <07:02> Common [2] 30:22 <07:16> 32:25 <07:19> Commonly [1] 13:13 <06:52> Commonwealth [19] 1:1 2:4 <06:36> 2:9 <06:36> 5:25 <06:42> 10:21 <06:49> 11:12 <06:50> 15:21 <06:56> 16:18 <06:57> 17:5 <06:57> 19:9 <07:00> 20:11 <07:02> 28:15 <07:13> 28:23 <07:13> 29:14 <07:14> 29:23 <07:15> 31:7 <07:17> 33:16 <07:20> 33:19 <07:20> 34:4 Commonwealth's [1] 28:7 <07:12> Communicated [1] 20:13 <07:02> Communication [2] 11:4 <06:49> 32:8 <07:18> Community [1] 11:15 <06:50> Company [1] 29:8 <07:14> Compare [1] 7:5 <06:43> Completed [1] 22:26 <07:06> Complicate [1] 21:15 <07:04> Comprehend [1] 22:14 <07:05> Compromise [2] 17:26 <06:58> 18:13 <06:59> Concern [4] 19:15 <07:01> 20:21 <07:03> 23:1 <07:06> 28:3 <07:12> Concerning [4] 22:18 <07:05> 23:13 <07:06> 24:1 <07:07> 24:10 <07:08> Concerns [1] 27:21 <07:12> Concluded [1] 33:22 <07:20> Concrete [1] 3:21 <06:38> Condition [1] 19:21 <07:01> Conditioning [1] 10:7 <06:48> Congestion [3] 8:3 <06:45> 11:13 <06:50> 18:23 <07:00></p>	<p>Congress [1] 8:15 <06:46> Connecting [1] 19:17 <07:01> Connection [2] 21:8 <07:03> 24:21 <07:08> Consequence [1] 6:17 <06:43> Conservative [1] 8:22 <06:46> Consideration [1] 20:3 <07:02> Constant [2] 11:4 <06:49> 23:7 <07:06> Constraints [2] 11:10 <06:49> 15:8 <06:55> Construction [10] 4:10 <06:39> 4:13 <06:40> 4:22 <06:40> 5:3 <06:40> 5:18 <06:41> 7:23 <06:45> 8:11 <06:45> 10:13 <06:48> 14:19 <06:54> 29:9 <07:14> Consultant's [1] 21:7 <07:03> Consultants [1] 19:26 <07:01> Consuming [1] 23:7 <07:06> Contact [1] 33:2 <07:19> Continue [4] 15:1 <06:54> 32:4 <07:18> 32:6 <07:18> 33:16 <07:20> Continued [3] 26:14 <07:10> 26:18 <07:11> 27:1 <07:11> Continues [3] 11:26 <06:50> 26:15 <07:11> 28:23 <07:13> Contracting [1] 29:8 <07:14> Contractor [1] 29:12 <07:14> Cooking [1] 11:8 <06:49> Core [3] 4:21 <06:40> 5:13 <06:41> 5:22 <06:42> Correct [2] 21:10 <07:04> 34:9 Correspondence [1] 13:12 <06:52> Corridor [1] 28:13 <07:13> Cost [6] 20:24 <07:03> 23:8 <07:06> 24:2 <07:07> 24:11 <07:08> 30:6 <07:15> 30:16 <07:16> Cost-effective [2] 23:22 <07:07> 24:2 <07:07> Cost-effectiveness [1] 24:2 <07:07> Costly [1] 23:6 <07:06> Costs [8] 3:20 <06:38> 3:20 <06:38> 4:12 <06:39> 5:17 <06:41> 8:2 <06:45> 23:7 <07:06> 25:20 <07:09> 25:25 <07:10> Council [2] 6:10 <06:42> 12:2 <06:50> Count [1] 12:16 <06:51> County [34] 1:13 1:15 6:10 <06:42> 6: 24 <06:43> 9:25 <06:48> 10:2</p>
	<p>C Cabs [1] 26:23 <07:11> Calculated [1] 14:2 <06:53> Cancelled [1] 6:4 <06:42> Cannot [2] 4:10 <06:39> 25:25 <07:10> Capacity [1] 13:9 <06:52> Capital [5] 3:9 <06:38> 6:23 <06:43> 18:3 <06:59> 26:11 <07:10> 28:16 <07:13> Caption [1] 34:11 Care [2] 5:1 <06:40> 23:12 <07:06> Cars [1] 26:23 <07:11> Carter [3] 2:12 <06:36> 13:25 <06:53> 32:12 <07:18> Cases [2] 4:19 <06:40> 6:3 <06:42> Catch [1] 24:8 <07:08> Categories [2] 3:8 <06:38> 3:25 <06:39> Causing [1] 23:8 <07:06> Cement [1] 30:17 <07:16></p>			

<p>10:6 <06:48> 10:14 <06:48> 10:18 <06:48> 10:22 <06:49> 10:23 <06:49> 13:2 13:9 <06:52> 13:10 <06:52> 14:25 <06:54> 19:4 <06:55> 15:14 <06:55> 15:22 <06:56> 16:4 16:10 <06:56> 16:18 <06:57> 17:16 17:20 <06:58> 18:19 <07:00> 18:21 <07:00> 19:17 <07:01> 21:24 <07:04> 25:15 <07:09> 25:15 <07:09> 26:7 <07:10> 26:7 <07:10> 28:17 <07:13> 30:2 <07:15> 34:5</p> <p>Couple [3] 3:10 <06:38> 3:14 <06:38> 3:15 <06:38></p> <p>Course [2] 13:11 <06:52> 14:6 <06:53></p> <p>Courtland [1] 13:15 <06:52></p> <p>Created [2] 13:25 <06:53> 21:10 <07:04></p> <p>Creating [1] 28:19 <07:13></p> <p>Criteria [1] 31:13 <07:17></p> <p>Critical [5] 11:8 <06:49> 11:11 <06:50> 11:11 <06:50> 11:12 <06:50> 19:20 <07:01></p> <p>Crittenden [1] 12:13 <06:51></p> <p>Crossing [2] 23:24 <07:07> 24:17 <07:08></p> <p>Crossings [2] 15:18 <06:56> 23:19 <07:07></p> <p>CTB [6] 10:8 <06:48> 11:7 <06:49> 25:11 <07:09> 30:19 <07:16> 32:17 <07:19> 33:13 <07:20></p> <p>Current [3] 3:5 <06:37> 7:5 <06:43> 14:18 <06:54></p> <p>Curtis [4] 29:4 29:7 <07:14> 29:8 <07:14> 29:25 <07:15></p> <p>Cut [4] 5:24 <06:42> 14:19 <06:54> 16:25 <06:57> 28:16 <07:13></p> <p>Cuts [5] 5:24 <06:42> 6:1 <06:42> 6:11 <06:42> 6:16 <06:43> 32: 2 <07:18></p> <p>D</p> <p>D.C. [1] 28:5 <07:12></p> <p>Daily [2] 12:16 <06:51> 13:22 <06:53></p> <p>Dangerous [2] 13:20 <06:52> 15:13 <06:55></p> <p>Data [1] 21:6 <07:03></p> <p>Date [5] 3:13 <06:38> 7:18 <06:44> 14:8 <06:53> 23:14 <07:06> 23:14 <07:06></p> <p>Daunting [1] 30:23 <07:16></p> <p>Dave [1] 2:18 <06:37></p> <p>Days [5] 14:2 <06:53> 19:23 <07:01> 25:2 <07:09> 33:17 <07:20> 33:20 <07:20></p> <p>Deal</p>	<p>[3] 3:24 <06:39> 3:24 <06:39> 5:14 <06:41></p> <p>Deals [1] 18:4 <06:59></p> <p>Debt [1] 5:1 <06:40></p> <p>Decade [1] 13:11 <06:52></p> <p>December [1] 9:3 <06:47></p> <p>Decisions [3] 6:2 <06:42> 6:7 <06:42> 6: 8 <06:42></p> <p>Deck [2] 19:21 <07:01> 19:23 <07:01></p> <p>Declining [1] 5:16 <06:41></p> <p>Dedicated [1] 5:8 <06:41></p> <p>Deep [1] 32:2 <07:18></p> <p>Definite [1] 18:21 <07:00></p> <p>Degree [1] 21:21 <07:04></p> <p>Delayed [3] 6:3 <06:42> 20:9 <07:02> 21:13 <07:04></p> <p>Delegate [3] 2:24 <06:37> 9:16 <06:47> 9:19 <06:47></p> <p>Delegates [1] 17:25 <06:58></p> <p>Delegation [1] 9:17 <06:47></p> <p>Delivers [1] 15:21 <06:56></p> <p>Dennis [2] 2:17 <06:36> 30:6 <07:15></p> <p>Department [4] 2:14 <06:36> 2:15 <06:36> 10:12 <06:48> 12:4 <06:50></p> <p>Depot [2] 24:9 <07:08> 24:10 <07:08></p> <p>Detailed [1] 24:19 <07:08></p> <p>Details [1] 7:3 <06:43></p> <p>Detour [2] 12:9 <06:51> 12:10 <06:51></p> <p>Developed [2] 13:25 <06:53> 31:13 <07:17></p> <p>Developers [1] 21:14 <07:04></p> <p>Developing [1] 10:21 <06:49></p> <p>Development [2] 18:20 <07:00> 23:20 <07:07></p> <p>Dialogue [1] 32:4 <07:18></p> <p>Difficult [4] 9:3 <06:47> 9:23 <06:48> 16:21 <06:57> 32:7 <07:18></p> <p>Direct [3] 15:8 <06:55> 21:8 <07:03> 23:21 <07:07></p> <p>Direction [1] 25:20 <07:09></p> <p>Directions [1] 24:24 <07:09></p> <p>Directly [1] 23:3 <07:06></p> <p>Director [1] 25:13 <07:09></p> <p>Directs</p>	<p>[1] 12:10 <06:51></p> <p>Disband [1] 22:22 <07:05></p> <p>Discussed [1] 28:8 <07:12></p> <p>Distance [1] 13:24 <06:53></p> <p>District [10] 2:17 <06:36> 2:18 <06:37> 2:19 <06:37> 2:19 <06:37> 6:24 <06:43> 13:18 <06:52> 14:24 <06:54> 15:2 <06:55> 19:11 <07:01> 20:4 <07:02></p> <p>Document [1] 33:7 <07:20></p> <p>Dollar [2] 4:9 <06:39> 4:9 <06:39></p> <p>Dollars [9] 4:24 <06:40> 5:2 <06:40> 6:17 <06:43> 9:4 <06:47> 11:2 <06:49> 15:6 <06:55> 21:19 <07:04> 28:1 <07:12> 28:1 <07:12></p> <p>Done [10] 9:9 <06:47> 14:12 <06:54> 15:19 <06:56> 17:22 <06:58> 18:1 <06:58> 18:8 <06:59> 18:9 <06:59> 18:14 <06:59> 18:22 <07:00> 19:25 <07:01></p> <p>Down [6] 3:18 <06:38> 7:2 <06:43> 11:3 <06:49> 14:14 <06:54> 23:2 <07:06> 29:14 <07:14></p> <p>Downtown [2] 26:20 <07:11> 26:22 <07:11></p> <p>Draft [10] 2:6 <06:36> 2:22 <06:37> 3:4 <06:37> 3:5 <06:37> 7:1 <06:43> 7:6 <06:43> 7:6 <06:43> 8:10 <06:45> 15:5 <06:55> 33:18 <07:20></p> <p>Dragas [3] 2:11 <06:36> 31:20 <07:17> 33:4 <07:19></p> <p>Drags [1] 23:8 <07:06></p> <p>Drawn [1] 11:3 <06:49></p> <p>Dreadful [1] 14:18 <06:54></p> <p>Drive [2] 27:21 <07:12> 33:20 <07:20></p> <p>Drives [1] 29:20 <07:14></p> <p>DRPT [3] 25:12 <07:09> 27:5 <07:11> 33:7 <07:20></p> <p>During [2] 19:20 <07:01> 33:17 <07:20></p> <p>Dynamic [1] 8:6 <06:45></p> <p>E</p> <p>Earmarked [2] 4:18 <06:40> 5:8 <06:41></p> <p>East [1] 10:13 <06:48></p> <p>Economy [4] 25:24 <07:10> 29:21 <07:15> 29:21 <07:15> 29:22 <07:15></p> <p>Effective [1] 24:2 <07:07></p> <p>Effectively [1] 31:16 <07:17></p> <p>Efficient [1] 23:12 <07:06></p>	<p>Efforts [1] 22:21 <07:05></p> <p>Egress [1] 23:19 <07:07></p> <p>Eisenhower [1] 22:24 <07:06></p> <p>Elected [2] 9:16 <06:47> 9:16 <06:47></p> <p>Election [1] 23:11 <07:06></p> <p>Eliminate [2] 15:17 <06:55> 18:23 <07:00></p> <p>Ellis [5] 17:13 <06:58> 19:1 <07:00> 19:3 19:7 <07:00> 22:3 <07:05></p> <p>Elsewhere [1] 19:10 <07:00></p> <p>Emporia [1] 15:3 <06:55></p> <p>Encourage [3] 22:19 <07:05> 32:3 <07:18> 32:17 <07:19></p> <p>Encouragement [1] 17:21 <06:58></p> <p>End [1] 29:1 <07:13></p> <p>Endorsed [1] 10:15 <06:48></p> <p>Endorsement [1] 23:11 <07:06></p> <p>Endorsements [1] 23:12 <07:06></p> <p>Engine [2] 29:20 <07:14> 29:21 <07:15></p> <p>Engineering [1] 14:9 <06:53></p> <p>Enhance [1] 23:19 <07:07></p> <p>Enhancement [2] 24:13 <07:08> 28:9 <07:12></p> <p>Environmental [1] 15:16 <06:55></p> <p>Equation [1] 3:20 <06:38></p> <p>Especially [3] 22:18 <07:05> 27:4 <07:11> 28:13 <07:13></p> <p>Established [2] 12:10 <06:51> 12:10 <06:51></p> <p>Estate [4] 3:23 <06:39> 3:24 <06:39> 21:3 <07:03> 21:13 <07:04></p> <p>Estimate [1] 3:14 <06:38></p> <p>Estimates [4] 3:13 <06:38> 8:12 <06:45> 8:22 <06:46> 9:5 <06:47></p> <p>Et [1] 30:17 <07:16></p> <p>Evacuation [1] 23:23 <07:07></p> <p>Evening [5] 2:1 <06:36> 13:6 <06:52> 16:6 <06:56> 17:10 <06:58> 19:6 <07:00></p> <p>Eventually [1] 32:3 <07:18></p> <p>Evolve [1] 7:6 <06:43></p> <p>Example [1] 3:25 <06:39></p> <p>Excuse [1] 16:9 <06:56></p> <p>Executive [1] 25:12 <07:09></p>	<p>Existing [3] 4:21 <06:40> 6:12 <06:42> 11:14 <06:50></p> <p>Exmore [1] 15:2 <06:55></p> <p>Expansion [1] 18:16 <06:59></p> <p>Expecting [1] 18:14 <06:59></p> <p>Expedite [1] 24:14 <07:08></p> <p>Expenditures [1] 8:11 <06:45></p> <p>Expense [2] 5:6 <06:41> 28:9 <07:12></p> <p>Experience [1] 6:4 <06:42></p> <p>Expires [1] 34:20</p> <p>Explanation [1] 7:17 <06:44></p> <p>Express [3] 31:5 <07:16> 31:21 <07:17> 33:5 <07:19></p> <p>Extension [1] 27:21 <07:12></p> <p>F</p> <p>Face [1] 13:6 <06:52></p> <p>Faced [1] 30:23 <07:16></p> <p>Facing [2] 4:2 <06:39> 8:7 <06:45></p> <p>Fact [2] 8:16 <06:46> 16:25 <06:57></p> <p>Factors [1] 5:16 <06:41></p> <p>Facts [3] 3:4 <06:37> 4:11 <06:39> 13:15 <06:52></p> <p>Fall [1] 3:12 <06:38></p> <p>Familiar [1] 13:7 <06:52></p> <p>Families [1] 33:15 <07:20></p> <p>Family [2] 19:15 <07:01> 29:8 <07:14></p> <p>Family-owned [1] 29:8 <07:14></p> <p>Fancy [1] 17:18 <06:58></p> <p>Far [1] 2:10 <06:36></p> <p>Faster [1] 28:10 <07:13></p> <p>Fatalities [2] 14:3 <06:53> 14:5 <06:53></p> <p>Federal [17] 4:16 <06:40> 4:16 <06:40> 4:17 <06:40> 4:24 <06:40> 4:25 <06:40> 5:4 <06:41> 5:7 <06:41> 6:17 <06:43> 9:4 <06:47> 22:18 <07:05> 22:22 <07:05> 22:22 <07:05> 22:24 <07:06> 23:1 <07:06> 23:2 <07:06> 23:7 <07:06> 23:10 <07:06></p> <p>Fellow [1] 33:6 <07:20></p> <p>Felt [2] 9:12 <06:47> 33:13 <07:20></p> <p>Fence [1] 32:13 <07:18></p> <p>Few [5] 10:18 <06:48> 17:20</p>
---	---	---	--	---

<06:58> 17:22 <06:58> 19:22 <07:01> 24:8 <07:08> Fifth [1] 24:14 <07:08> Finally [2] 12:15 <06:51> 28:14 <07:13> Finance [1] 6:6 <06:42> Financed [1] 28:5 <07:12> Fine [2] 24:1 <07:07> 33:9 <07:20> Finished [1] 33:8 <07:20> Fire [1] 2:23 <06:37> First [5] 3:11 <06:38> 10:26 <06:49> 22:17 <07:05> 27:21 <07:12> 31:14 <07:17> Fiscal [1] 4:2 <06:39> Five [1] 22:16 <07:05> Fleet [2] 25:26 <07:10> 25:26 <07:10> Flow [3] 6:17 <06:43> 15:18 <06:56> 24:23 <07:08> Focus [1] 10:12 <06:48> Folks [2] 31:5 <07:16> 33:14 <07:20> Follow [1] 15:2 <06:55> Followed [9] 11:19 <06:50> 12:20 <06:51> 14:24 <06:54> 15:25 <06:56> 17:12 <06:58> 19:1 <07:00> 21:4 <07:03> 22:5 <07:05> 25:6 <07:09> Forced [4] 14:13 <06:54> 14:17 <06:54> 14:19 <06:54> 17:1 <06:57> Forecast [1] 14:18 <06:54> Foregoing [1] 34:9 Forehand [3] 11:18 <06:50> 11:21 12:19 <06:51> Form [1] 33:8 <07:20> Formed [1] 22:23 <07:05> Formula [1] 26:15 <07:11> Formulas [1] 6:9 <06:42> Forward [2] 9:22 <06:47> 32:9 <07:18> Four [1] 17:6 <06:58> Fourth [2] 24:6 <07:07> 31:24 <07:18> Frame [1] 30:7 <07:15> Fredericksburg [1] 2:18 <06:37> Freeway [1] 23:22 <07:07> Freight [1] 13:19 <06:52> Frequent [1] 14:3 <06:53> Friction	<06:58> 17:22 <06:58> 19:22 <07:01> 24:8 <07:08> Fifth [1] 24:14 <07:08> Finally [2] 12:15 <06:51> 28:14 <07:13> Finance [1] 6:6 <06:42> Financed [1] 28:5 <07:12> Fine [2] 24:1 <07:07> 33:9 <07:20> Finished [1] 33:8 <07:20> Fire [1] 2:23 <06:37> First [5] 3:11 <06:38> 10:26 <06:49> 22:17 <07:05> 27:21 <07:12> 31:14 <07:17> Fiscal [1] 4:2 <06:39> Five [1] 22:16 <07:05> Fleet [2] 25:26 <07:10> 25:26 <07:10> Flow [3] 6:17 <06:43> 15:18 <06:56> 24:23 <07:08> Focus [1] 10:12 <06:48> Folks [2] 31:5 <07:16> 33:14 <07:20> Follow [1] 15:2 <06:55> Followed [9] 11:19 <06:50> 12:20 <06:51> 14:24 <06:54> 15:25 <06:56> 17:12 <06:58> 19:1 <07:00> 21:4 <07:03> 22:5 <07:05> 25:6 <07:09> Forced [4] 14:13 <06:54> 14:17 <06:54> 14:19 <06:54> 17:1 <06:57> Forecast [1] 14:18 <06:54> Foregoing [1] 34:9 Forehand [3] 11:18 <06:50> 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<06:39> 3:24 <06:39> 5:5 <06:41> 29:14 <07:14> 29: 23 <07:15> Greatly [2] 12:5 <06:50> 23:18 <07:07> Grid-lock [1] 14:13 <06:54> Group [2] 19:13 <07:01> 33:10 <07:20> Groups [1] 20:18 <07:02> Grove [1] 11:15 <06:50> Grow [1] 4:12 <06:39> Growth [2] 7:18 <06:44> 8:2 <06:45> Guessing [1] 8:19 <06:46> H Habit [1] 8:19 <06:46> Half [1] 20:1 <07:01> Halfway [1] 26:4 <07:10> Hall [1] 24:9 <07:08> Hamilton [4] 2:24 <06:37> 9:16 <06:47> 9:19 <06:47> 9:22 <06:47> Hammer [1] 23:10 <07:06> Hampton [14] 2:17 <06:36> 10:16 <06:48> 11:11 <06:50> 13:2 13:10 <06:52> 13:18 <06:52> 13:20 <06:52> 14:24 <06:54> 15:4 <06:55> 15:14 <06:55> 15:22 <06:56> 17:23 <06:58> 19:14 <07:01> 23:16 <07:07> Handles [1] 19:20 <07:01> Hands [1] 17:8 <06:58> Hard [2] 4:11 <06:39> 6:7 <06:42> Hardest [1] 33:1 <07:19> Hawthorn [1] 2:19 <06:37> Hear [3] 16:16 <06:57> 31:24 <07:18> 32:6 <07:18> Heard [3] 10:9 <06:48> 13:15 <06:52> 32:23 <07:19> Hearing [3] 2:8 <06:36> 10:26 <06:49> 34:10 Hearings [3] 13:7 <06:52> 14:24 <06:54> 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<p><06:51> 15:7 <06:55> 16:14 <06:56> 16:15 <06:57> 22:4 <07:05> 25:5 <07:09> 27:8 <07:11> 30:25 <07:16> 33:17 <07:20></p> <p>Nobody [1] 16:11 <06:56></p> <p>Noll [6] 12:21 <06:52> 15:25 <06:56> 16:3 16:7 <06:56> 16:10 <06:56> 17:11 <06:58></p> <p>Nonfederal [1] 6:25 <06:43></p> <p>Northeast [1] 28:13 <07:13></p> <p>Nostalgic [1] 24:9 <07:08></p> <p>Notary [1] 34:17</p> <p>Noted [1] 13:18 <06:52></p> <p>Notes [1] 34:10</p> <p>Noticed [1] 3:17 <06:38></p> <p>November [3] 3:14 <06:38> 13:16 <06:52> 14:5 <06:53></p> <p>NPO [2] 10:16 <06:48> 10:17 <06:48></p> <p>Number [6] 2:25 <06:37> 3:18 <06:38> 7:15 <06:44> 15:23 <06:56> 30:3 <07:15> 30:24 <07:16></p> <p>Numbers [1] 7:14 <06:44></p> <p>Numerous [1] 13:12 <06:52></p>	<p>[1] 31:12 <07:17></p> <p>On-time [1] 31:12 <07:17></p> <p>Once [1] 32:13 <07:18></p> <p>One [26] 2:7 <06:36> 4:10 <06:39> 5:3 <06:40> 6:21 <06:43> 8:6 <06:45> 12:1 <06:50> 14:2 <06:53> 15:10 <06:55> 16:21 <06:57> 17:6 <06:58> 18:4 <06:59> 18:11 <06:59> 18:15 <06:59> 18:17 <07:00> 21:6 <07:03> 22:13 <07:05> 22:17 <07:05> 23:14 <07:06> 24:8 <07:08> 24:16 <07:08> 26:25 <07:11> 30:3 <07:15> 30:14 <07:16> 30:14 <07:16> 30:24 <07:16> 33:4 <07:19></p> <p>One-shot [1] 18:4 <06:59></p> <p>One-sided [1] 18:11 <06:59></p> <p>One-time [1] 6:21 <06:43></p> <p>Onerous [1] 8:23 <06:46></p> <p>Operating [1] 28:16 <07:13></p> <p>Opportunity [2] 14:23 <06:54> 15:17 <06:55></p> <p>ORAL [1] 1:5</p> <p>Ordinary [1] 17:19 <06:58></p> <p>Otherwise [1] 20:14 <07:02></p> <p>Ounce [1] 8:3 <06:45></p> <p>Over-the-road [1] 26:23 <07:11></p> <p>Overall [2] 14:20 <06:54> 27:3 <07:11></p> <p>Overpass [2] 15:22 <06:56> 24:20 <07:08></p> <p>Overview [1] 2:22 <06:37></p> <p>Overwhelming [1] 22:13 <07:05></p> <p>Own [3] 23:25 <07:07> 25:25 <07:10> 29:12 <07:14></p> <p>Owned [1] 29:8 <07:14></p> <p>Oyster [3] 24:16 <07:08> 24:20 <07:08> 24:24 <07:09></p>	<p>[3] 17:23 <06:58> 19:21 <07:01> 21:22 <07:04></p> <p>Partner [1] 25:16 <07:09></p> <p>Partners [1] 28:19 <07:13></p> <p>Partnership [1] 10:16 <06:48></p> <p>Pass [1] 14:23 <06:54></p> <p>Passed [1] 9:9 <06:47></p> <p>Passenger [2] 28:4 <07:12> 28:6 <07:12></p> <p>Past [1] 19:22 <07:01></p> <p>Pasture [1] 12:12 <06:51></p> <p>Patching [1] 19:23 <07:01></p> <p>Paul [3] 11:18 <06:50> 11:19 <06:50> 11:21</p> <p>Paving [2] 4:6 <06:39> 30:10 <07:15></p> <p>Pay [4] 5:1 <06:40> 6:25 <06:43> 24:3 <07:07> 24:5 <07:07></p> <p>Pearls [1] 29:3 <07:14></p> <p>Pedestrians [1] 26:24 <07:11></p> <p>Peninsula [1] 23:25 <07:07></p> <p>People [7] 7:17 <06:44> 8:14 <06:46> 15:4 <06:55> 24:3 <07:07> 24: 8 <07:08> 27:4 <07:11> 33:10 <07:20></p> <p>Per [1] 14:1 <06:53></p> <p>Percent [13] 4:1 <06:39> 5:7 <06:41> 5:24 <06:42> 6:11 <06:42> 6: 15 <06:43> 6:25 <06:43> 6:25 <06:43> 7:2 <06:43> 8:18 <06:46> 13:19 <06:52> 14:20 <06:54> 26:5 <07:10> 26:11 <07:10></p> <p>Performance [1] 31:13 <07:17></p> <p>PERFORMED [1] 1:24</p> <p>Period [1] 7:21 <06:44></p> <p>Periodically [1] 6:6 <06:42></p> <p>Permits [1] 15:16 <06:55></p> <p>Person [1] 22:13 <07:05></p> <p>Persuasive [1] 31:22 <07:17></p> <p>Petersburg [1] 19:11 <07:01></p> <p>Phase [1] 20:24 <07:03></p> <p>Pierce [1] 2:2 <06:36></p> <p>Pittard [1] 2:15 <06:36></p> <p>Place [6] 3:6 <06:37> 8:4 <06:45> 15:16 <06:55> 16:13 <06:56> 26:25 <07:11> 34:11</p> <p>Places [1] 12:11 <06:51></p> <p>Plan [10] 1:8 14:7 <06:53> 15:6 <06:55> 17:26 <06:58> 18:7 <06:59> 19:10 <07:00> 20:6</p>	<p><07:02> 24:19 <07:08> 25:19 <07:09> 31:8 <07:17></p> <p>Planning [3] 13:18 <06:52> 20:3 <07:02> 21:4 <07:03></p> <p>Plea [1] 10:9 <06:48></p> <p>Pleading [2] 23:7 <07:06> 32:24 <07:19></p> <p>Pleas [1] 31:24 <07:18></p> <p>Pleasure [1] 16:16 <06:57></p> <p>Pledge [1] 32:25 <07:19></p> <p>Plus [2] 18:21 <07:00> 23:24 <07:07></p> <p>PM [1] 33:23</p> <p>Podium [1] 9:15 <06:47></p> <p>Point [9] 6:19 <06:43> 8:25 <06:46> 10:20 <06:49> 24:16 <07:08> 24:21 <07:08> 24:25 <07:09> 29:5 29:9 <07:14> 30:18 <07:16></p> <p>Points [2] 8:8 <06:45> 15:3 <06:55></p> <p>Political [2] 20:18 <07:02> 22:17 <07:05></p> <p>Poor [3] 13:24 <06:53> 18:19 <07:00> 19:21 <07:01></p> <p>Port [1] 13:20 <06:52></p> <p>Ports [2] 11:6 <06:49> 23:20 <07:07></p> <p>Portsmouth [1] 23:22 <07:07></p> <p>Position [2] 14:12 <06:54> 18:12 <06:59></p> <p>Positions [1] 18:11 <06:59></p> <p>Possible [1] 28:11 <07:13></p> <p>Potholes [1] 29:16 <07:14></p> <p>PPTA [2] 10:19 <06:48> 27:24 <07:12></p> <p>Practice [2] 8:21 <06:46> 9:7 <06:47></p> <p>Preaching [1] 14:10 <06:53></p> <p>Preliminary [1] 14:9 <06:53></p> <p>President [1] 22:23 <07:05></p> <p>Pressure [2] 20:18 <07:02> 22:21 <07:05></p> <p>Pressures [1] 21:3 <07:03></p> <p>Previously [2] 11:7 <06:49> 30:14 <07:16></p> <p>Prices [1] 3:17 <06:38></p> <p>Primarily [1] 3:7 <06:37></p> <p>Primary [6] 3:8 <06:38> 5:25 <06:42> 6:14 <06:43> 12:8 <06:51> 12: 11 <06:51> 14:20 <06:54></p> <p>Principal</p>	<p>[1] 3:2 <06:37></p> <p>Priorities [4] 10:10 <06:48> 12:1 <06:50> 20:5 <07:02> 30:3 <07:15></p> <p>Priority [3] 21:18 <07:04> 28:7 <07:12> 30:3 <07:15></p> <p>Privileged [1] 2:3 <06:36></p> <p>Problem [1] 21:10 <07:04></p> <p>Problems [3] 20:10 <07:02> 20:16 <07:02> 21:14 <07:04></p> <p>Process [3] 2:9 <06:36> 10:20 <06:49> 23:8 <07:06></p> <p>Program [32] 2:6 <06:36> 2:23 <06:37> 3:4 <06:37> 3:5 <06:37> 3:6 <06:37> 4:8 <06:39> 4:10 <06:39> 4:12 <06:39> 4:13 <06:40> 4:21 <06:40> 4:22 <06:40> 5:3 <06:40> 5:5 <06:41> 5:13 <06:41> 5:18 <06:41> 6:13 <06:42> 6:14 <06:43> 6:15 <06:43> 7:2 <06:43> 7:5 <06:43> 8:9 <06:45> 8:12 <06:45> 8:18 <06:46> 9:1 <06:46> 9:6 <06:47> 14:17 <06:54> 22:12 <07:05> 29:11 <07:14> 31:7 <07:17> 32:1 <07:18> 32:9 <07:18> 33:18 <07:20></p> <p>Programs [9] 4:5 <06:39> 4:19 <06:40> 5:6 <06:41> 5:23 <06:42> 6:12 <06:42> 6:15 <06:43> 8:16 <06:46> 9:2 <06:46> 26:19 <07:11></p> <p>Project [34] 6:2 <06:42> 6:2 <06:42> 6:2 <06:42> 10:13 <06:48> 10: 15 <06:48> 10:20 <06:49> 10: 23 <06:49> 11:3 <06:49> 11:6 <06:49> 11:8 <06:49> 11:11 <06:50> 11:13 <06:50> 11:26 <06:50> 12:17 <06:51> 13:13 <06:52> 13:16 <06:52> 14:7 <06:53> 14:23 <06:54> 15:7 <06:55> 15:15 <06:55> 15:20 <06:56> 15:23 <06:56> 20:22 <07:03> 20:24 <07:03> 21:4 <07:03> 21:16 <07:04> 21:21 <07:04> 21:22 <07:04> 24:15 <07:08> 24:18 <07:08> 27:21 <07:12> 27:23 <07:12> 27:24 <07:12> 28:3 <07:12></p> <p>Project-by-project [1] 6:2 <06:42></p> <p>Projects [17] 3:23 <06:39> 4:19 <06:40> 5:5 <06:41> 5:8 <06:41> 5:12 <06:41> 14:14 <06:54> 15:10 <06:55> 18:3 <06:59> 20:19 <07:03> 23:9 <07:06> 24:7 <07:07> 24:13 <07:08> 30:13 <07:15> 30:24 <07:16> 31:14 <07:17> 31:23 <07:17> 31:25 <07:18></p> <p>Promise [1] 31:17 <07:17></p> <p>Proposed [2] 10:26 <06:49> 14:14 <06:54></p> <p>Prove [1] 24:2 <07:07></p> <p>Provider [1] 25:14 <07:09></p> <p>Provides [1] 17:3 <06:57></p> <p>Public [16] 1:2 2:5 <06:36> 2:8</p>
<p>Oak [1] 11:15 <06:50></p> <p>Obici [1] 12:13 <06:51></p> <p>Obligations [1] 6:18 <06:43></p> <p>Observation [1] 21:5 <07:03></p> <p>Obtained [1] 10:17 <06:48></p> <p>Obviously [2] 30:3 <07:15> 30:15 <07:16></p> <p>Occasions [1] 13:13 <06:52></p> <p>Occur [2] 6:8 <06:42> 8:13 <06:46></p> <p>Occurring [1] 3:7 <06:37></p> <p>October [2] 19:11 <07:01> 20:7 <07:02></p> <p>Offered [1] 13:12 <06:52></p> <p>Office [1] 34:20</p> <p>Official [6] 3:13 <06:38> 3:14 <06:38> 8:12 <06:45> 8:22 <06:46> 13: 9 <06:52> 14:18 <06:54></p> <p>Officials [2] 9:16 <06:47> 13:5 <06:52></p> <p>Ofentimes [1] 9:4 <06:47></p> <p>Ogle [1] 2:18 <06:37></p> <p>Old [2] 19:19 <07:01> 24:10 <07:08></p> <p>On-budget</p>	<p>P.M. [2] 1:10 1:10</p> <p>Pages [1] 34:9</p> <p>Paid [1] 20:1 <07:01></p> <p>Parallel [1] 23:17 <07:07></p> <p>Pare [1] 14:14 <06:54></p> <p>Park [1] 24:21 <07:08></p> <p>Part [6] 2:8 <06:36> 10:14 <06:48> 19:13 <07:01> 27:25 <07:12> 28:20 <07:13> 28:23 <07:13></p> <p>Participating [1] 19:8 <07:00></p> <p>Particularly</p>	<p>P</p>		

<p><06:36> 2:14 <06:36> 2:16 <06:36> 6:20 <06:43> 6:22 <06:43> 20:1 <07:01> 21:24 <07:04> 25:14 <07:09> 25:21 <07:10> 25:22 <07:10> 26:6 <07:10> 26:13 <07:10> 34:10 34:17 Pulling [1] 29:21 <07:15> Pumps [1] 10:6 <06:48> Purpose [2] 2:4 <06:36> 20:15 <07:02> Pushing [2] 19:24 <07:01> 20:15 <07:02> Put [5] 6:10 <06:42> 9:6 <06:47> 9:6 <06:47> 25:19 <07:09> 33: 10 <07:20> Putting [3] 11:1 <06:49> 32:9 <07:18> 33:10 <07:20></p>	<p>[1] 8:7 <06:45> Rebuilding [1] 4:6 <06:39> Receive [1] 2:5 <06:36> Received [1] 30:1 <07:15> Recent [2] 20:6 <07:02> 20:21 <07:03> Recently [3] 20:4 <07:02> 20:5 <07:02> 20:12 <07:02> Recognition [1] 5:11 <06:41> Recognize [2] 13:6 <06:52> 14:12 <06:54> Recommending [1] 11:2 <06:49> Reconstruction [1] 30:12 <07:15> Record [3] 13:8 <06:52> 26:12 <07:10> 30:1 <07:15> Reduce [3] 8:3 <06:45> 8:17 <06:46> 28:1 <07:12> Reduced [2] 4:14 <06:40> 5:18 <06:41> Reduction [2] 6:15 <06:43> 8:10 <06:45> Reductions [4] 3:7 <06:37> 5:21 <06:41> 7:8 <06:44> 7:10 <06:44> Referred [1] 13:14 <06:52> Regard [1] 11:25 <06:50> Regional [1] 20:3 <07:02> Regionally [1] 10:15 <06:48> Regrettably [1] 14:4 <06:53> Regulations [1] 10:19 <06:48> Reimbursement [1] 6:23 <06:43> Reimbursements [2] 3:9 <06:38> 28:2 <07:12> Relate [1] 32:14 <07:18> Reliable [1] 28:10 <07:13> Relieve [2] 23:18 <07:07> 24:24 <07:09> Relieving [1] 11:12 <06:50> Remarks [1] 13:12 <06:52> Remember [8] 15:12 <06:55> 15:14 <06:55> 15:15 <06:55> 15:17 <06:55> 15:20 <06:56> 15:22 <06:56> 15:22 <06:56> 15:23 <06:56> Remind [1] 11:5 <06:49> Remiss [1] 14:22 <06:54> Renovation [2] 19:16 <07:01> 21:11 <07:04> Repairs [1] 19:23 <07:01> Repeatedly [1] 19:22 <07:01> Replacement</p>	<p>[3] 11:26 <06:50> 21:16 <07:04> 30:4 <07:15> Report [1] 21:7 <07:03> REPORTING [1] 1:24 Representatives [8] 2:13 <06:36> 2:25 <06:37> 9:13 <06:47> 22:22 <07:05> 23:10 <07:06> 31:1 <07:16> 32:19 <07:19> 33:3 <07:19> Representing [1] 2:15 <06:36> Reps [1] 11:7 <06:49> Request [2] 11:24 <06:50> 22:19 <07:05> Requested [1] 12:18 <06:51> Requests [3] 16:19 <06:57> 16:20 <06:57> 32:14 <07:18> Require [1] 9:9 <06:47> Requirements [2] 4:23 <06:40> 5:2 <06:40> Requires [1] 8:21 <06:46> Residents [1] 23:23 <07:07> Resolve [1] 9:23 <06:48> Respect [1] 5:4 <06:41> Respectfully [1] 12:18 <06:51> Response [1] 21:3 <07:03> Restore [1] 5:22 <06:42> Resulted [1] 8:15 <06:46> Results [1] 5:17 <06:41> Rethink [1] 31:10 <07:17> Retired [1] 19:7 <07:00> Revenue [8] 3:13 <06:38> 3:14 <06:38> 8:12 <06:45> 8:22 <06:46> 9:5 <06:47> 11:2 <06:49> 27:23 <07:12> 27:26 <07:12> Revenues [9] 3:18 <06:38> 4:16 <06:40> 4:17 <06:40> 4:18 <06:40> 4: 25 <06:40> 5:7 <06:41> 5:16 <06:41> 5:24 <06:42> 8:20 <06:46> Review [1] 21:21 <07:04> Richard [7] 15:25 <06:56> 17:12 <06:58> 17:15 19:1 <07:00> 22:4 <07:05> 22:7 22:10 <07:05> Richards [6] 22:5 <07:05> 25:5 <07:09> 25:6 <07:09> 25:8 25:12 <07:09> 27:7 <07:11> Richmond [9] 2:19 <06:37> 14:13 <06:54> 19:4 19:11 <07:01> 19:13 <07:01> 19:18 <07:01> 20:3 <07:02> 20:25 <07:03> 28:6 <07:12> Ride [1] 29:14 <07:14> Ridership [1] 26:4 <07:10></p>	<p>Rising [3] 5:17 <06:41> 25:20 <07:09> 30:25 <07:16> River [2] 19:17 <07:01> 23:18 <07:07> Road [6] 1:14 12:11 <06:51> 12:12 <06:51> 12:13 <06:51> 22:25 <07:06> 26:23 <07:11> Roads [13] 2:18 <06:37> 3:23 <06:39> 4:7 <06:39> 10:16 <06:48> 11:11 <06:50> 12:12 <06:51> 13:18 <06:52> 13:20 <06:52> 17:23 <06:58> 18:6 <06:59> 23:16 <07:07> 29:13 <07:14> 29:15 <07:14> Roadway [2] 12:6 <06:51> 12:8 <06:51> Roadways [1] 14:20 <06:54> Route [21] 10:13 <06:48> 11:14 <06:50> 12:7 <06:51> 12:9 <06:51> 12:10 <06:51> 13:14 <06:52> 15:13 <06:55> 18:15 <06:59> 19:16 <07:01> 20:23 <07:03> 20:24 <07:03> 21:2 <07:03> 21:5 <07:03> 21:10 <07:04> 21:23 <07:04> 23:17 <07:07> 23:21 <07:07> 30:10 <07:15> 30:11 <07:15> 30:11 <07:15> 30:12 <07:15> Rush [1] 19:20 <07:01></p>	<p>[1] 5:11 <06:41> Senior [1] 9:17 <06:47> Sent [2] 10:10 <06:48> 21:24 <07:04> September [2] 9:3 <06:47> 30:7 <07:15> Serve [1] 16:11 <06:56> Serves [1] 12:7 <06:51> Service [6] 5:1 <06:40> 12:13 <06:51> 16:18 <06:57> 28:10 <07:13> 28:21 <07:13> 28:22 <07:13> SERVICES [1] 1:24 Set [1] 18:4 <06:59> Several [3] 12:11 <06:51> 19:22 <07:01> 20:14 <07:02> Shame [2] 29:13 <07:14> 29:23 <07:15> Share [1] 7:1 <06:43> Shared [1] 13:16 <06:52> Sharing [3] 11:3 <06:49> 27:23 <07:12> 27:26 <07:12> Sheila [7] 1:24 12:21 <06:52> 15:25 <06:56> 16:3 16:7 <06:56> 34:8 34:16 Shopping [2] 25:23 <07:10> 25:24 <07:10> Shot [1] 18:4 <06:59> Shoulders [2] 4:7 <06:39> 30:10 <07:15> Show [2] 3:22 <06:38> 31:6 <07:17> Shows [3] 4:4 <06:39> 8:10 <06:45> 18:7 <06:59> Shut [1] 23:2 <07:06> Side [4] 3:19 <06:38> 23:18 <07:07> 32:13 <07:18> 32:13 <07:18> Sided [1] 18:11 <06:59> Sight [2] 13:24 <06:53> 20:9 <07:02> Sign [1] 9:24 <06:48> Sign-up [1] 9:24 <06:48> Signed [1] 29:1 <07:13> Significant [3] 4:3 <06:39> 4:8 <06:39> 30:5 <07:15> Simple [1] 4:11 <06:39> Simplistic [1] 7:17 <06:44> Simply [1] 5:22 <06:42> Single [3] 7:15 <06:44> 8:4 <06:45> 19:15 <07:01> Sit [1] 31:23 <07:17> Sitting</p>
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<06:51> Speeds [1] 13:26 <06:53> Spending [1] 21:9 <07:03> Spent [1] 21:25 <07:04> Spoken [1] 20:11 <07:02> Spreadsheets [1] 7:4 <06:43> Staff [1] 33:6 <07:20> Stand [1] 6:13 <06:42> Started [1] 27:6 <07:11> State [13] 8:21 <06:46> 9:16 <06:47> 17:24 <06:58> 18:14 <06:59> 20:11 <07:02> 22:21 <07:05> 23:3 <07:06> 23:9 <07:06> 25:1 <07:09> 28:1 <07:12> 28:5 <07:12> 28:11 <07:13> 33:9 <07:20> State-financed [1] 28:5 <07:12></p>	<p>State/county [1] 10:22 <06:49> Station [2] 26:20 <07:11> 28:8 <07:12> Stays [1] 22:26 <07:06> Steel [2] 3:21 <06:38> 30:17 <07:16> Stenotype [1] 34:10 Steve [1] 2:15 <06:36> Still [2] 24:8 <07:08> 30:6 <07:15> Streams [1] 14:17 <06:54> Stretch [1] 15:13 <06:55> Strongly [2] 22:19 <07:05> 24:19 <07:08> Structural [1] 30:16 <07:16> Structures [1] 18:5 <06:59> Study [3] 13:17 <06:52> 19:26 <07:01> 21:7 <07:03> Subject [3] 19:25 <07:01> 20:12 <07:02> 21:17 <07:04> Subjects [1] 21:18 <07:04> Submitted [1] 16:19 <06:57> Substantially [1] 14:14 <06:54> Successful [2] 6:20 <06:43> 28:23 <07:13> Suffolk [4] 11:22 11:25 <06:50> 12:1 <06:50> 14:25 <06:54> Supervisors [2] 6:11 <06:42> 16:8 <06:56> Supply [2] 25:23 <07:10> 25:25 <07:10> Support [10] 13:13 <06:52> 18:15 <06:59> 20:19 <07:03> 26:16 <07:11> 26:18 <07:11> 27:1 <07:11> 27:4 <07:11> 28:4 <07:12> 29:10 <07:14> 31:6 <07:17> Supposably [1] 18:2 <06:59> Surplus [2] 18:2 <06:59> 18:3 <06:59> Surrounding [1] 13:15 <06:52> Suspect [1] 21:20 <07:04> System [6] 17:4 <06:57> 22:25 <07:06> 26:5 <07:10> 26:19 <07:11> 27:2 <07:11> 27:5 <07:11> Systems [3] 7:11 <06:44> 25:22 <07:10> 26:6 <07:10></p>	<p>22:24 <07:06> 22:26 <07:06> 23:2 <07:06> 23:3 <07:06> 23: 8 <07:06> 24:4 <07:07> Taxes [1] 24:5 <07:07> Taxi [2] 25:26 <07:10> 26:23 <07:11> Telephone [1] 20:14 <07:02> Ten [1] 28:22 <07:13> Tenfold [1] 28:21 <07:13> Term [4] 17:3 <06:57> 17:5 <06:57> 17:6 <06:58> 34:20 Terms [1] 5:23 <06:42> Theme [1] 30:22 <07:16> They've [1] 27:5 <07:11> Third [1] 23:24 <07:07> Thomas [6] 19:2 <07:00> 22:4 <07:05> 22:5 <07:05> 22:7 22:10 <07:05> 25:4 <07:09> Three [4] 2:16 <06:36> 2:21 <06:37> 17:6 <06:58> 27:19 <07:12> Throughout [1] 17:23 <06:58> Tie [1] 23:21 <07:07> Tied [1] 17:8 <06:58> Tight [1] 24:12 <07:08> Title [1] 17:18 <06:58> Today [4] 3:6 <06:37> 8:7 <06:45> 8: 23 <06:46> 9:14 <06:47> Together [4] 6:10 <06:42> 32:9 <07:18> 32:21 <07:19> 33:11 <07:20> Tom [1] 2:19 <06:37> Tonight [16] 3:2 <06:37> 5:19 <06:41> 10:12 <06:48> 10:26 <06:49> 13:8 <06:52> 14:9 <06:53> 15: 1 <06:54> 16:16 <06:57> 19: 12 <07:01> 19:15 <07:01> 26: 10 <07:10> 27:15 <07:11> 30: 22 <07:16> 32:20 <07:19> 32: 24 <07:19> Tonight's [2] 2:5 <06:36> 15:6 <06:55> Top [2] 12:1 <06:50> 20:4 <07:02> Tough [1] 6:2 <06:42> Trace [1] 7:14 <06:44> Tractor [1] 13:21 <06:53> Traffic [10] 12:4 <06:50> 12:11 <06:51> 13:22 <06:53> 15:18 <06:56> 19:20 <07:01> 23:20 <07:07> 23:24 <07:07> 24:22 <07:08> 24:23 <07:08> 29:15 <07:14> Trailers [1] 13:21 <06:53> Train [2] 24:9 <07:08> 26:20 <07:11></p>	<p>Trains [2] 24:5 <07:07> 26:22 <07:11> Transcript [1] 34:9 Transfer [1] 26:20 <07:11> Transferred [1] 23:3 <07:06> Transit [10] 3:9 <06:38> 3:23 <06:39> 6:24 <06:43> 25:13 <07:09> 25:19 <07:09> 26:19 <07:11> 26:23 <07:11> 28:15 <07:13> 28:16 <07:13> 28:21 <07:13> Transition [1] 8:14 <06:46> Transport [1] 28:19 <07:13> Transportation [39] 1:1 2:3 <06:36> 2:4 <06:36> 2:9 <06:36> 2:14 <06:36> 2:16 <06:36> 5:25 <06:42> 6:6 <06:42> 6:9 <06:42> 6:20 <06:43> 6:22 <06:43> 8:6 <06:45> 8:9 <06:45> 8:10 <06:45> 10:5 <06:48> 12:4 <06:50> 13:5 <06:52> 16:11 <06:56> 17:4 <06:57> 19:8 <07:00> 19:9 <07:00> 20:12 <07:02> 23:13 <07:06> 24:6 <07:07> 24:7 <07:07> 24:12 <07:08> 25:14 <07:09> 25:14 <07:09> 25:21 <07:10> 26:6 <07:10> 26:13 <07:10> 27:2 <07:11> 29:20 <07:14> 31:7 <07:17> 32:15 <07:18> 32:18 <07:19> 32:22 <07:19> 33:16 <07:20> 33:19 <07:20> Transportations [1] 25:22 <07:10> Travel [1] 28:13 <07:13> Travels [1] 13:20 <06:52> Treyburn [1] 27:21 <07:12> Triangle [1] 16:12 <06:56> Trips [4] 25:23 <07:10> 25:23 <07:10> 25:24 <07:10> 25:24 <07:10> Trucks [1] 24:5 <07:07> True [2] 4:23 <06:40> 34:9 Truly [1] 26:25 <07:11> Try [1] 30:23 <07:16> Trying [1] 30:16 <07:16> TUESDAY [1] 1:9 Turn [2] 7:13 <06:44> 13:26 <06:53> Turned [1] 10:9 <06:48> Tuttle [5] 25:6 <07:09> 27:8 <07:11> 27:9 <07:11> 27:11 28:25 <07:13> Two [5] 10:6 <06:48> 10:8 <06:48> 15:17 <06:55> 16:14 <06:56> 17:6 <06:58> Type [1] 27:1 <07:11></p>	<p>U U.S. [1] 13:14 <06:52> Up [18] 2:23 <06:37> 3:17 <06:38> 3:22 <06:38> 4:1 <06:39> 4:4 <06:39> 4:17 <06:40> 7:8 <06:44> 7:19 <06:44> 7:20 <06:44> 8:1 <06:45> 9:24 <06:48> 11:2 <06:49> 17:26 <06:58> 18:4 <06:59> 20:25 <07:03> 26:4 <07:10> 26:10 <07:10> 29:1 <07:13> UPC-17728 [2] 13:13 <06:52> 15:23 <06:56> UPC-4483 [1] 24:15 <07:08> Upgraded [1] 28:8 <07:12> Upgrades [1] 28:5 <07:12> Urban [5] 3:8 <06:38> 6:12 <06:42> 7:11 <06:44> 21:11 <07:04> 21:25 <07:04> Urge [2] 18:22 <07:00> 24:19 <07:08> Urged [1] 20:7 <07:02> Urges [1] 28:15 <07:13> Urging [1] 21:21 <07:04> Uses [1] 24:11 <07:08></p> <p>V V-D-O-T [3] 19:26 <07:01> 20:5 <07:02> 21:6 <07:03> VACo [1] 16:11 <06:56> VDOT [5] 2:14 <06:36> 10:21 <06:49> 13:5 <06:52> 25:12 <07:09> 33:6 <07:20> Vehicle [1] 12:16 <06:51> Vehicles [2] 12:16 <06:51> 13:23 <06:53> Vested [1] 20:18 <07:02> Viewed [1] 22:11 <07:05> Views [1] 31:6 <07:17> Virginia [8] 10:21 <06:49> 11:6 <06:49> 11:12 <06:50> 12:4 <06:50> 17:5 <06:57> 29:5 29:9 <07:14> 34:4 Virginia's [1] 23:3 <07:06> Visitors [2] 26:2 <07:10> 26:3 <07:10> Votes [1] 17:3 <06:57></p> <p>W Wait [1] 2:23 <06:37> Waiting [1] 22:1 <07:04> Walls [1] 10:7 <06:48> Wandtke</p>
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Y	
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